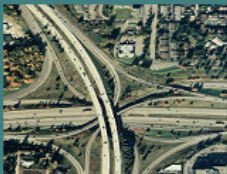


# Planning Level Cost Estimation

## Step by Step to Make it Easy

**PLCE**  
**Planning Level Cost Estimation**



This tool performs planning level cost estimate of roadway projects including lane addition, lane widening, ramp modification, new interchanges, bridge widening, new bridges, lids, tunnels, retaining walls, noise walls, wetland mitigation, ITS, and right of way. Also, it can perform project cost-benefit analysis if travel time savings information is known.

Should you have any questions or comments about the tool, you may contact:

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Washington State  
Department of Transportation

**Proceed →**

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**December 2008**

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## **Planning Level Project Cost Estimation**

### **BACKGROUND**

A planning level project cost estimation methodology was developed as part of Congestion Relief Analysis (CRA) for Washington State's three metropolitan areas – Central Puget Sound, Spokane, and Vancouver. The methodology was first developed in an EXCEL spreadsheet to quickly estimate the cost of planning level improvements analyzed in the CRA. This spreadsheet tool can analyze only one project at a time. If, for any reason, any assumption or input needs to be adjusted, it has to be done project by project. Significant time and labor would be involved in performing such revisions for a large number of projects, for example projects analyzed for Highway System Plan updates. In addition, this does not have capability to generate summary information for a portfolio of projects. Any summary report needs to be done manually which is again labor intensive and time consuming.

In order to overcome these problems and increase efficiency, the methodology has been converted to a MS Access database tool. This database tool has been developed with an objective of realizing a number of user benefits including:

- Broadening the applicability of the methodology to other areas of Washington State outside three metropolitan areas stated above;
- Designing user-friendly interface for project data entry;
- Easily updating the estimates for a portfolio of projects when one or more input variables need to be revised;
- Preparing project cost summary; and
- Reporting of results by corridor, geographic area, or by various cost components such as construction cost, ROW cost, environmental mitigation cost, and so on.

### **OVERVIEW OF METHODOLOGY**

#### **Concept**

This methodology is intended to perform cost estimation for projects that are very conceptual, often with no or minimum design. The methodology has been developed to estimate costs for varieties of projects namely widening existing roadways or bridges, building new roads or bridges, and modifying existing interchanges or building new ones.

It utilizes unit price approach that accounts for regional differences as well as differences in land use types and development density within a region. Since unit prices vary by geographic area, separate unit prices are used in the estimate depending on where the project is located. To keep the program manageable, four sets of unit prices representing Central Puget Sound, Vancouver, Spokane, and the rest of the state are used. Within each of these geographic areas, unit prices are

again function of density of development such as rural, suburban, urban, and dense urban.

**Rural (R)** – Where widening has no adverse construction or right of way (ROW) impacts associated with added lanes.

**Suburban (S)** – Where the character of the surrounding property development is largely undeveloped and where roadway expansion without the use of retaining walls can easily be accomplished with no impacts on buildings.

**Urban (U)** – Where development (homes and businesses) is evident immediately adjacent to the ROW where substantial ROW costs and retaining walls are likely to occur due to widening.

**Dense Urban (D)** – Where intense development next to the corridor would require unusual construction methods to avoid impacts, or extremely high ROW costs. Examples include locations such as downtown Seattle, downtown Bellevue, or downtown Vancouver.

The tool comes with default quantities per lane-mile and unit costs obtained from historical data of WSDOT's past projects. Some unit prices were adjusted for differences in area prices, terrain, ground conditions, and design assumptions. The underlying assumption of the methodology is that little or no geotechnical data is known during early project development where planning level estimates are typically done.

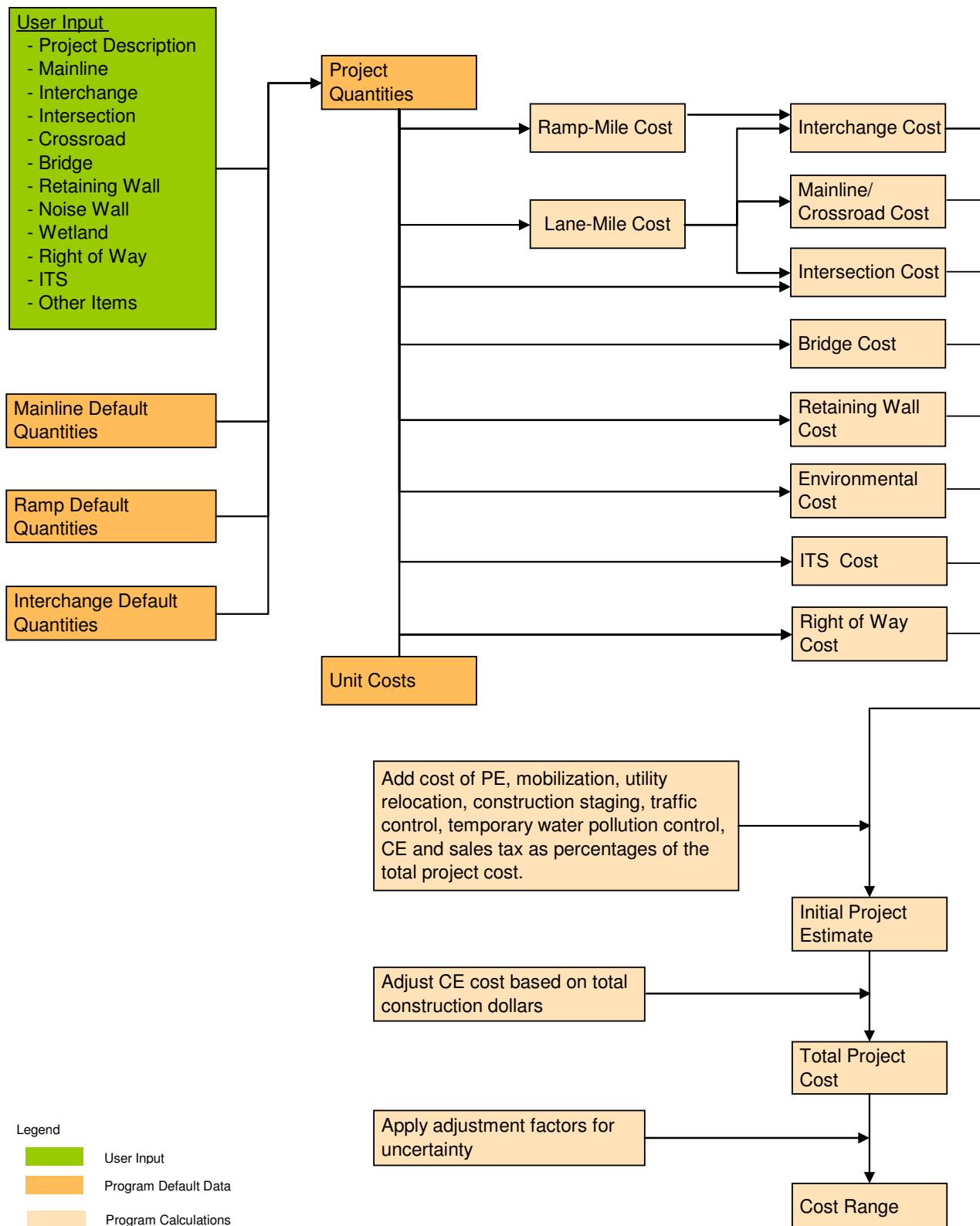
ROW cost is estimated based on amount of ROW needed and unit prices that vary by county as well as development density and land use such as vacant land, residential property, and commercial property.

## Program Structure

The tool uses a number of related tables to store different types of data separately ([Exhibit 1](#)). A series of interfaces guide users to select what they want to do as well as to facilitate data entry. The program can store, perform calculations, and produce reports for numerous projects, so there is no need to save the program for each project. Edits can be easily made through another series of interfaces allowing the user to edit both project specific variables and program default variables.

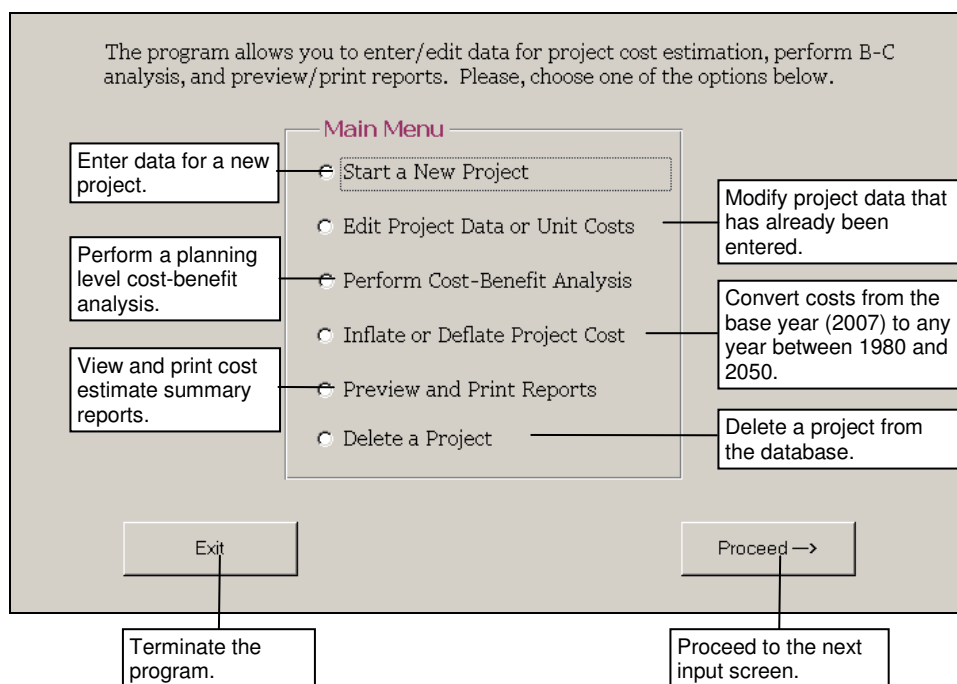


**Exhibit 1: Schematic of Data Structure and Calculation Flow**



The program is opened by double clicking the left mouse button on the program file “PLCE.mdb.” **Exhibit 2** shows the options a user can choose from once the program has been initialized.

**Exhibit 2: Program Main Menu**



If a user has selected “*Start a New Project*” and then clicks the left mouse button once on “*Proceed*” the program will display a screen for entering project identification information (**Exhibit 3**). Then by following instructions and inputting project information the program advances through a number of screens depending on which project components the user selects from screen shown in **Exhibit 4**. Those selections tell the program which calculation modules to use. The calculation modules are described in the section *Calculation Modules and User Inputs*.

### Exhibit 3: Data Input Screen for Project Identification Information

Name of Analyst (Optional):

Date:

Project Title:

State Route:  Beginning ARM:  Ending ARM:

County:

Scenario (Optional):  [Edit Scenarios](#)

Improvement Type (Optional):

Roadway Type:

Terrain Type:

Development Density:  [Definition?](#)

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### Exhibit 4: Project Components

Scenario: **None** SR: **000** BARM: **0.00** EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Check all elements that are included in the above project.

<input type="checkbox"/> Mainline Lane Addition	<input type="checkbox"/> Retaining Wall
<input type="checkbox"/> Interchange/Ramp Modification	<input type="checkbox"/> Noise Wall
<input type="checkbox"/> Intersection Improvements	<input type="checkbox"/> Wetland Mitigation
<input type="checkbox"/> Cross Road Improvement/Arterial Lane Addition	<input type="checkbox"/> Right of Way Purchase
<input type="checkbox"/> Bridge or Tunnel or Lid	<input type="checkbox"/> Intelligent Transportation System (ITS)

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By selecting “*Edit Project Data or Unit Costs*” from the screen shown in [Exhibit 2](#), a user can modify any of the previously entered data or default values (e.g., unit costs, project quantities, etc) for one or more projects. Selecting “*Perform Cost-Benefit Analysis*” the user can do an analysis, edit an analysis, edit global variables, or print benefit-cost reports. Selecting “*Inflate or Deflate Project Cost*” the user can choose the year in which they want the costs reported. Selecting “*Preview / Print Reports*” users can either, preview and print a one page summary report for all projects in the database, or only the project of their interest. Selecting “*Delete a Project*” allows the

user to delete individual projects from the database. Pressing “Exit” will save the data, terminate the program, and close all the opened forms associated with this program.

## Project Components and Data Need

The tool performs cost estimation requiring only very basic information regarding a project. **Exhibit 5** provides an overview of what data is needed for different components of a project. Please note that a particular project may or may not have all these components. The tool offers options to select any combination of components for a specific project.

**Exhibit 5: User Inputs by Module**

Module	User Input Data
Project Description	State route, beginning and ending ARM, county, roadway type (i.e., freeway or arterial), terrain (i.e., level, rolling or mountainous), and development density (i.e., rural, suburban, urban or dense urban)
Mainline	Existing and proposed number of lanes by direction, and length of proposed lanes
Interchange	Type and number of interchanges
Intersection	Number and length of left turn, right turn and two-way-left-turn lanes, number of new signalized intersections, and number and unit cost of roundabout
Crossroad	Length and number of lanes
Bridge, Tunnel or Lid	Square feet of existing bridges to be widened or removed, length and square feet of roadway bridges to be built, square feet of new lids, and length of new tunnels, pedestrian bridges and railroad bridges
Walls	Square feet of retaining walls, and length of noise walls
Wetland	Acres of wetlands to be mitigated by wetland category (i.e., Class I, II, III, and IV), number of stream culverts, and number of beach restorations
ROW	Acres of land required by landuse (i.e., vacant, residential, and commercial)
ITS	Number of WMS, CCTV, HARS, HART, data stations, fiber optic terminal cabinets, and ramp meters; number of signals to coordinate; length of ITS conduit and fiber optic cable. No input is required if the default cost per lane-mile option chosen.



## **CALCULATION MODULES AND USER INPUTS**

Cost estimation is performed in ten separate user selected calculation modules and a number of associated sub-modules. These user selected modules are:

- Roadway Mainline
- Interchanges
- Intersections
- Crossroads
- Bridges, Tunnels and Lids
- Retaining Walls
- Noise Walls
- Wetland Mitigation
- Right of Way
- Intelligent Transportation Systems

In addition to the user selected calculation modules the program performs additional calculations which require no additional user input. These calculations include:

- Grading
- Drainage
- Stormwater Treatment
- Paving
- Roadside Development
- Traffic
- Markups (mobilization, traffic control, temporary water pollution control, construction staging, utility relocation, sales tax, preliminary engineering, and construction engineering)
- Uncertainty

### **Roadway Mainline**

Mainline widening costs are estimated using default quantities per lane-mile from past projects ([Exhibits A-1 and A-2](#)) and recent unit costs. The quantities and costs vary according to development densities, roadway type, and geographic location.

These variations result in 28 different mainline types ([Exhibit 6](#)) that depend on:

- Development Density (rural, suburban, urban, and dense urban)
- Roadway Type (freeways and limited access highways; and arterials and non-limited access highways)
- Geographic Area (the Central Puget Sound Region, Vancouver Metro Area, Spokane Metro Area, and rest of the state).

Mainline estimates are performed based on a number of assumptions commonly experienced in past projects. For example roadways in the Puget Sound area are assumed to be in steeper terrain with greater environmental and right of way impacts. Also, earthwork costs associated with projects in rolling and mountainous

terrains are generally higher than those for projects in level terrain. Default base estimates per lane-mile for level terrain are shown below.

### Exhibit 6: Base Cost\* of Roadway Mainline (2007\$)

#### Freeways and Limited Access Highways

	Puget Sound (\$/lane-mile)	Vancouver (\$/lane-mile)	Spokane (\$/lane-mile)	Other Areas (\$/lane-mile)
Rural	3.66 M	1.48 M	1.48 M	1.12 M
Suburban	3.90 M	1.48 M	1.48 M	1.11 M
Urban	5.53 M	2.29 M	2.00 M	1.12 M
Dense Urban	7.88 M	4.24 M	-----	-----

#### Arterials and Non-Limited Access Highways

	Puget Sound (\$/lane-mile)	Vancouver (\$/lane-mile)	Spokane (\$/lane-mile)	Other Areas (\$/lane-mile)
Rural	3.53 M	1.20 M	1.20 M	1.11 M
Suburban	3.89 M	1.26 M	1.26 M	1.11 M
Urban	5.46 M	2.16 M	1.87 M	1.19 M
Dense Urban	7.11 M	3.99 M	-----	-----

\* Does not include interchanges, bridges, walls, wetland mitigation, right of way, or intelligent transportation systems.

The minimum inputs required for producing a mainline estimate are beginning and ending accumulated route mileposts (ARM), number of lanes in build and no-build conditions by direction, roadway type, terrain type, land development density, and geographic location. An input screen with some example data is shown in [Exhibit 7](#).

### Exhibit 7: Data Input Screen for Mainline Widening

Scenario: **None**      SR: **000**      BARM: **0.00**      EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Enter number of lanes before (no build condition) and after (build condition) construction.  
Also, provide length of roadway widening excluding bridges.

	No-Build Condition	Build Condition	Length of Added Lane (Excluding Bridges) (Mile)
Number of Lanes in NB/EB Direction:	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="1.00"/>
Number of Lanes in SB/WB Direction:	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="1.00"/>

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Selection of geographic area, roadway type, terrain, and development density allows the use of appropriate per-mile quantities and costs to reflect that particular roadway segment characteristics. APPENDIX A documents default quantities ([Exhibits A-1, A-2, A-3 and A-4](#)) whereas APPENDIX B documents default unit costs ([Exhibits B-1, B-2, B-3, B-4, B-5, B-6 and B-7](#)) used in the tool.

Often as part of interchange improvements, cross roads are improved. Cross road data input is similar to that of mainline. Cross road cost calculation uses the same default values as in the mainline calculations.

## **Interchanges**

An interchange may involve mainline widening or shift, as well as construction of ramps, bridges and retaining walls, and installation of signals. Mainline widening costs come from mainline estimates described above. For ramps, a typical ramp-mile is estimated using default quantities ([Exhibit A-3](#)) and default unit costs ([Exhibits B-1 and B-2](#)) obtained from past projects.

As unit costs and material quantities required for an interchange vary by geographic area and development density, interchange costs vary from area to area and from one development density to other. [Exhibit 8](#) shows default estimates for different interchange types in urban areas throughout the state.



### Exhibit 8: Base Cost of Interchanges in Urban Areas (2007\$)

Interchange Type	Puget Sound	Vancouver	Spokane	Other Areas
Ramp modification	\$5.74 M	\$5.00 M	\$5.00 M	\$3.56 M
Diamond at rural/minor crossroad	\$21.76 M	\$13.00 M	\$12.29 M	\$10.75 M
Diamond at urban/arterial crossroad	\$30.54 M	\$17.83 M	\$16.64 M	\$13.81 M
Diamond at urban/braided ramps	\$37.47 M	\$21.83 M	\$20.52 M	\$17.40 M
Half-diamond	\$14.81 M	\$9.09 M	\$8.66 M	\$7.68 M
HOV direct access interchange – one directional	\$37.96 M	\$23.96 M	\$23.44 M	\$22.22 M
HOV direct access interchange – bidirectional	\$68.21 M	\$43.08 M	\$42.28 M	\$40.47 M
HOV direct access interchange – bidirectional with freeway shift for median widening	\$77.01 M	\$47.95 M	\$46.50 M	\$42.48 M
HOV direct access interchange – with flyover ramp to HOV facility	\$35.74 M	\$21.62 M	\$21.04 M	\$19.84 M
Single point urban interchange at minor arterial crossroad	\$47.06 M	\$28.15 M	\$27.40 M	\$25.77 M
Single point urban interchange at major arterial crossroad	\$52.72	\$31.15 M	\$29.96 M	\$27.13 M
Partial cloverleaf with 1 to 2 loop ramps and small footprint	\$37.12 M	\$19.59 M	\$17.54 M	\$12.70 M
Partial cloverleaf with 3 loop ramps and large footprint	\$43.08 M	\$22.53 M	\$20.19 M	\$14.56 M
Full cloverleaf with small footprint in sparsely developed location	\$46.42 M	\$27.13 M	\$25.22 M	\$20.47 M
Full cloverleaf with large footprint in highly developed location	\$56.42 M	\$31.79 M	\$29.27 M	\$23.07 M
Partial directional with 1 flyover ramp	\$72.16 M	\$39.08 M	\$35.88 M	\$28.22 M
Partial directional with 2 flyover ramps	\$88.55 M	\$49.17 M	\$45.79 M	\$37.76 M
Full directional with 2 flyover ramps	\$97.31 M	\$57.98 M	\$54.50 M	\$43.88 M
Full directional with 3 flyover ramps	\$138.98 M	\$82.04 M	\$77.64 M	\$65.14 M
Full directional with 4 flyover ramp	\$160.85 M	\$95.34 M	\$90.68 M	\$77.63 M
Fully directional with some HOV direct connections	\$202.60 M	\$120.07 M	\$114.73 M	\$100.31 M
Fully directional for all GP and HOV movements	\$245.11 M	\$145.11 M	\$139.01 M	\$123.30 M

\*Does not include right of way, wetland mitigation, or I.T.S.

Most of the interchange cost estimation is performed using default data ([Exhibits A-3 and A-4](#)), requiring little user input. What a user needs to do is to select an appropriate type of interchange from a menu of seven interchange types and then several sub categories for each type. The seven interchange types are selected from the input screen shown in [Exhibit 9](#).

**Exhibit 9: Interchange Selection Input Screen**

Scenario: **None**      SR: **000**      BARM: **0.00**      EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Select interchange type(s) to be built as part of the above project.

- ☐ Ramp Modification
- ☐ Diamond Interchange
- ☐ HOV Direct Access Interchange
- ☐ Single Point Urban Interchange (SPUI)
- ☐ Cloverleaf Interchange
- ☐ Directional Interchange
- ☐ Full Directional with HOV Direct Connections

**View Interchange Images or Schematics**

Use this button to view examples of different interchange types.

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Often connecting crossroads would be widened to meet the added demand for access to the improved freeway or arterial. To account for this, crossroad improvement costs are estimated only when users select this item to be included in the cost estimates. Crossroad widening costs are estimated in a separate calculation module using the mainline widening costs for undivided arterial roadways and the related assumptions. Only two pieces of information are needed for crossroad estimates – length and number of lanes of crossroad to be improved.

**Exhibit 10** shows an example of data input screen.

### Exhibit 10: Data Input Screen for Crossroad Improvements

Scenario: **None**   SR: **000**   BARM: **0.00**   EARM: **1.00**   **(example) Freeway widening, suburban King County, level terrain**

Enter crossroad description, and length and number of lanes to be improved as part of the above project.

Cross Road Description	Length (ft)	# of Lane
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

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## Intersections

Intersection improvement options include adding left-turn, right-turn and/or two-way-left-turn lanes, installing signals, and building roundabouts ([Exhibit 11](#)). Unlike most other items, roundabouts do not have a default unit cost, so the user has to input both the number of roundabouts and the cost for each.

**Exhibit 11: Intersection Data Input Screen**

Scenario: **HYB**
SR: **167**
BARM: **5.75**
EARM: **7.05**

Project Title: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Please, specify intersection improvements as appropriate for the above project.

	Length (feet)	# of Lane		
Left Turn Lane:	<input type="text" value="0"/>	<input type="text" value="0"/>	# of Intersections to be Signalized:	<input type="text" value="0"/>
Right Turn Lane:	<input type="text" value="0"/>	<input type="text" value="0"/>	Number of Roundabout:	<input type="text" value="6"/>
Two Way Left Turn Lane:	<input type="text" value="0"/>	<input type="text"/>	Base* Price of Roundabout (\$/Each):	<input type="text" value="\$50,000"/>

**\* Base price does not include PE, CE, mobilization, utility relocation, staging, temporary water pollution control, workzone traffic control costs, and sales tax.**

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## Bridges, Tunnels and Lids

Cost estimation of bridges, tunnels, and lids involves user input for dimensions ([Exhibits 12 and 13](#)) and default unit costs ([Exhibit B-2](#)). Existing bridge widening or removal, and all types of new bridges except railroad bridges require user input of square feet of bridges. Square feet of bridges are multiplied by unit costs to calculate cost of a bridge.

**Exhibit 12: Data Input Screen for Bridges**

Scenario: **None**      SR: **000**      BARM: **0.00**      EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Enter description and square feet of bridges to be widened, built or removed. Note that ramp bridges are included in interchange, and hence need not to include here.

	Description	Square Ft.	Cost/SF
Existing Bridge Widening:	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$300"/>
New Bridge (Span up to 140'):	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$150"/>
New Bridge (Span up to 200'):	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$170"/>
New Bridge (Span up to 400'):	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$300"/>
New Bridge (Span more than 400'):	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$300"/>
Existing Bridge Removal:	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$50"/>

**Exhibit 13: Data Input Screen for Special Bridges, Tunnels, and Lids**

Scenario: **None**      SR: **000**      BARM: **0.00**      EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Enter description and area in square feet/length of bridges, tunnels and lids to be built/replaced. Note that ramp bridges are included in interchange, and hence need not to include here.

	Description	Square Ft.	Length (ft)	Unit Cost
New Floating Bridge:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="\$480"/>
New Movable Bridge:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="\$1,500"/>
New Lid without Ventilation:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="\$150"/>
New Pedestrian Bridge:	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="\$150"/>
New Tunnel:	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$65,000"/>
Railroad Bridge Replacement:	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$10,000"/>

Cost of tunnels and railroad bridge replacement is estimated using user input of length in feet and default unit cost per feet.

## Retaining Walls

Estimating retaining wall costs is a straightforward process. It requires the user to only input the square footage for each retaining wall. Retaining wall costs are calculated by multiplying wall surface area by unit cost per square foot for retaining walls. [Exhibit 14](#) provides an example of the data input screen for retaining walls which can accommodate up to 10 walls.

**Exhibit 14: Data Input Screen for Retaining Walls**

Scenario: **None**    SR: **000**    BARM: **0.00**    EARM: **1.00**    **(example) Freeway widening, suburban King County, level terrain**

Enter location description and amount of retaining walls to be built as part of the above project.

Location of Retaining Walls	Square Feet	Cost per Square Foot of Wall
<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="\$105"/>
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	
<input type="text"/>	<input type="text" value="0"/>	

## Environmental

Environmental estimates include a number of items such as wetland and streams, drainage system, stormwater detention and treatment, noise walls, roadside restoration, and temporary water pollution control during construction. A brief description of each of these items follows.

### *Wetland and Streams*

The cost of wetland mitigation is based on the rating of the wetland and/or the type of wetland. Unit costs are assigned differentiating between wetlands based on their classification (i.e., sensitivity to disturbance, rarity, the functions they provide, and whether they can be replaced or not). [Exhibit B-3](#) shows the default unit costs for wetland and streams by classification. [Exhibit 15](#) describes wetland types considered in this tool.

### Exhibit 15: Wetland Classification

Wetland Category	Description	Mitigation Ratio
Category I	Wetlands that <ul style="list-style-type: none"> <li>• Represent a unique or rare wetland type, <b>or</b></li> <li>• Are more sensitive to disturbance than most wetlands, <b>or</b></li> <li>• Are relatively undisturbed and contain ecological attributes that are impossible to replace, <b>or</b></li> <li>• Provide a high level of functions.</li> </ul>	6:1
Category II & III	Wetlands that are <ul style="list-style-type: none"> <li>• Difficult, though not impossible, to replace, and provide high levels of some functions, <b>or</b></li> <li>• Between 0.1 and 1 acre in size with a moderate level of functions.</li> </ul>	2:1 to 3:1
Category IV	Wetlands that have lowest levels of functions and are heavily disturbed. These are wetlands that people should be able to replace and in some cases be able to improve.	1.25:1

Source: Environmental Procedures Manual (EPM Manual) M31-11, September 2004, Section 437 (Wetland); Washington State Dept. of Ecology publication # 04-06-025 "Washington State Wetland Rating System" <http://www.ecy.wa.gov/pubs/0406025.pdf>

For estimating the cost associated with wetlands, streams, and beaches; users have to enter the amount (in acre) of wetland to be impacted as well as number of stream culverts to install and beaches to restore. **Exhibit 16** provides an example of the data input screen.

### Exhibit 16: Data Input Screen for Wetlands

Scenario: **None**
SR: **000**
BARM: **0.00**
EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Enter description and quantity of wetlands to be mitigated (including buffer area).

	Wetland Description	Area (Acre)	How Many?	Unit Cost
Category I (high value wetland):	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	\$2,500,000
Category II and III (medium value wetland):	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	\$1,900,000
Category IV (low value wetland):	<input type="text"/>	<input type="text" value="0"/>	<input type="text"/>	\$650,000
Stream Culvert:	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	\$1,500,000
Beach Restoration:	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	\$1,000,000

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Cost of wetland mitigation is calculated based on users' input of areas of impact and default unit cost per acre. Stream culvert and beach restoration are assigned a lump sum cost per each.

### Drainage System

Drainage costs were calculated from past project experience. The treatment and conveyance costs were determined based on the four project setting types (dense-urban, urban, suburban, and rural). Rural areas were assumed to be 100 percent ditch conveyance as opposed to dense urban which were assumed to be 100 percent pipe conveyance systems. The intermediate conditions were proportioned with percentage splits of these two methods and their relative costs. The program calculates drainage systems cost based on the user input data entered elsewhere, no additional input is required.

### Stormwater Detention and Treatment

Stormwater detention and treatment system is assumed to be detention pond and water quality pond for rural and suburban areas. Stormwater detention and treatment costs are calculated using: 50% by ponds and 50% by vaults in urban areas, and 10% by ponds and 90% by vaults in dense urban areas. Costs are estimated using default quantities per lane-mile and default unit costs. No additional user input is necessary.

### Noise Walls

Noise wall costs are estimated with an average height (25 feet) and a unit cost associated with this average height. Therefore, it requires only user input of length (in feet) of each wall. **Exhibit 17** provides an example of data input screen, which can accommodate up to 10 noise walls.

**Exhibit 17: Data Input Screen for Noise Walls**

Scenario: **None**   SR: **000**   BARM: **0.00**   EARM: **1.00**   **(example) Freeway widening, suburban King County, level terrain**

Enter location description and amount of noise walls to be built as part of the above project.

Location of Noise Walls	Length (ft)	Cost per Linear Foot of Wall
	0	\$335
	0	
	0	
	0	
	0	
	0	
	0	
	0	
	0	
	0	



Costs for noise walls are calculated based on user input of wall length and the default cost per linear foot ([Exhibit B-2](#))

### Roadside Restoration

A lump sum cost is assigned to roadside restoration per lane-mile. This cost varies by geographic area as well as development density in each geographic area. Default costs are shown in [Exhibit B-1](#). No user input required.

### Temporary Water Pollution Control

Cost of temporary water pollution control during construction is estimated as a percent of construction cost. A 3% factor is used for all estimates ([Exhibit B-5](#)).

## Right of Way

Right of way costs are estimated by using per acre unit costs for vacant land, and residential and commercial properties that accounts for variations not only by county, but also by development density within each county.

In order to estimate project cost, users need to enter amount of right of way (ROW) needs in acres by vacant land, residential, and commercial properties ([Exhibit 18](#)). In addition to inflation ROW costs will increase due to build out condition with respect to zoning, therefore, it is suggested to use zoned classifications not visual opinions to classify the ROW type. Number of impacted parcels, residential units, and businesses are not part of the calculation and hence it is optional to enter such data.

**Exhibit 18: Example of Right of Way Data Input Screen**

Scenario: **None**
SR: **000**
EARM: **0.00**
EARM: **1.00**

Project Title: **(example) Freeway widening, suburban King County, level terrain**

Enter amount of right-of-way take and number of parcels, residential units, and businesses impacted by the above project.

	(Acre)	Cost/Acre	Optional Info
Vacant Land:	<input type="text" value="0"/>	<input type="text" value="\$44,600"/>	# of Parcels: <input type="text" value="0"/>
Residential Land:	<input type="text" value="0"/>	<input type="text" value="\$555,000"/>	# of Residential Units: <input type="text" value="0"/>
Commercial Land:	<input type="text" value="0"/>	<input type="text" value="\$606,000"/>	# of Businesses: <input type="text" value="0"/>

The amount of right of way need is multiplied by the default unit costs in [Exhibit B-4](#). However, users would be able to change the default values to reflect the local

conditions, if needed. Right of way default unit costs can be updated using the button “*Edit Project Data or Unit Cost*” shown in [Exhibit 2](#).

## Intelligent Transportation System

The tool offers two options for intelligent transportation system (ITS) cost estimation – default cost and user input specific cost. No input is required when choosing the option for default cost per lane-mile. For the other option, the user has to specify quantity of WMS, CCTV, HARS, HART, data stations, fiber optic terminal cabinet, ramp meters, and number of signals to coordinate ([Exhibit 19](#)). In addition, the user has to provide length of ITS conduit and fiber optic cable, if any. Default unit costs are shown in [Exhibit B-7](#).

**Exhibit 19: ITS Data Input Screen**

Scenario: **HYB**
SR: **167**
BARM: **5.75**
EARM: **7.05**

Project Title: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Enter description, quantities, and unit costs of ITS improvements for the above project. You may use three empty rows to enter data for items not listed on this screen.

Description	Quantity	Unit Cost	Description	Quantity	Unit Cost
VMS (each):	<input type="text" value="0"/>	\$240,000	Fiber Optic (mile):	<input type="text" value="0.00"/>	\$975,000
CCTV (each):	<input type="text" value="0"/>	\$33,000	Fiber Terminal Cabinet (each):	<input type="text" value="0"/>	\$80,000
HARS (each):	<input type="text" value="0"/>	\$12,000	Ramp Meter (each):	<input type="text" value="0"/>	\$60,000
HART (each):	<input type="text" value="0"/>	\$40,000	Signal Coordination (# of intersections):	<input type="text" value="0.00"/>	\$5,000
Data Station (each):	<input type="text" value="0"/>	\$40,000	Enter description of other items, if any	<input type="text" value="0.00"/>	\$0.00
ITS Conduit (LF):	<input type="text" value="0"/>	\$25	Enter description of other items, if any	<input type="text" value="0.00"/>	\$0.00

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## Other Items

If there are any cost elements in a project that are not accounted for by the various input modules, a user has the option to enter data for those elements. In this case, the user has to enter both quantity and unit cost with optional description of the item. The estimated cost will be adjusted based on the markups shown in the far right column in [Exhibit 20](#). Other items entered this way will appear under *ADDITIONAL ITEMS* when various reports are generated within the tool.

**Exhibit 20: Input Screen for Other Items**

Scenario: **HYB**      SR: **167**      BARM: **5.75**      EARM: **7.05**

Project Title: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Enter description, quantities, and unit costs of additional items you would like to include in the above project. If you have more than five items to enter, you must combine data to fit in five rows provided below. Please note that the program will add markups (shown in far right column) to these costs.

Description	Quantity	Unit Cost
Unstable slope stabilization	3.00	50,000.00
Enter description of other items, if any	0.00	0.00
Enter description of other items, if any	0.00	0.00
Enter description of other items, if any	0.00	0.00
Enter description of other items, if any	0.00	0.00

Default Markups	%
Temp water pollution control:	3
Traffic control:	7
Staging:	4
Utility/Relocation:	3
Mobilization:	5
SalesTax:	8.8
PE:	10
CE:	15

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## Markups

Due to lack of design and construction details at the planning level, costs of a number of items are estimated as percent of project construction cost. These items include preliminary engineering, mobilization, utility relocation, construction staging, traffic control, construction engineering, and sales tax. Default percentage values of these items are shown in [Exhibit B-5](#).

Construction engineering costs depends on total dollar amount of project construction. As total cost of construction goes up, percent of total cost for construction engineering goes down. Since construction dollars is not known until the estimate is complete, all projects are estimated on the basis of 15% as a beginning point for construction engineering and then adjusted up or down using the numbers in [Exhibit B-6](#) (as per Plans Prep Manual, January 2007, Section 830).

## **Uncertainty**

Generally planning level estimates are performed with no design information. Therefore, many unknown factors may lead to changes in the estimates later on. This is why the project costs are estimated as a range of probable costs and not as a single cost number. The single project cost value is only one possibility within the entire range of probable costs assigned to the estimate. The cost risk factors are applied to all projects in all regions regardless of project or corridor type. The final costs range from minus 10 percent to plus 20 percent of the initial estimated amount.



## INFLATION MODULES AND USER INPUTS

After cost estimation is performed using base year data, the estimated cost can be inflated or deflated to any future or past year. The tool comes with default cost index for preliminary engineering, construction and right of way. To inflate or deflate costs, a user needs only one piece of data – selecting the year from a drop down list to which to inflate or deflate the dollar amounts. **Exhibit 21** shows data input screen and **Exhibit 22** shows a sample output screen.

**Exhibit 21: Cost Inflation or Deflation Data Input Screen**

You may convert estimated project costs to dollar values of past or future years. Please, select the years to which you would like to convert dollars.

From Year: <input type="text" value="2007"/>	<div>Source of PE Cost Index</div> <div>View PE Cost Index</div> <div><input type="text"/></div>	<div>Source of Construction Cost Index</div> <div>View Construction Cost Index</div> <div><input type="text"/></div>	<div>Source of Right of Way Cost Index</div> <div>View Right of Way Cost Index</div> <div><input type="text"/></div>
To Year: <div><div><div>2020</div><div>2010</div><div>2011</div><div>2012</div><div>2013</div><div>2014</div><div>2015</div><div>2016</div><div>2017</div><div>2018</div><div>2019</div><div>2020</div><div>2021</div><div>2022</div></div></div>			
<div>Return to Main Menu</div>			<div>Proceed →</div>

## Exhibit 22: A sample Output of Cost Inflation

Scenario: <b>Hybrid of HOT-1 and HOT-2 scenarios</b>			
SR: <b>167</b>	BARM: <b>5.75</b>	EARM: <b>7.05</b>	<b>SR 167 between SR 512 and SR 410 - Add a HOT lane each direction</b>
Below are the project cost in dollar values of year of estimate (left) and projected year (right). The middle section shows percent change of cost from estimate year to projection year.			
	<b>Year 2007</b>	<b>Change</b>	<b>Year 2020</b>
	(1,000\$)		(1,000\$)
Preliminary Engineering:	<b>\$12,518</b>	<b>40.85 %</b>	<b>\$17,631</b>
Right of Way:	<b>\$3,464</b>	<b>139.31 %</b>	<b>\$8,290</b>
Construction:	<b>\$153,544</b>	<b>25.75 %</b>	<b>\$193,085</b>
Total Project Cost	<b>\$169,527</b>	<b>29.19 %</b>	<b>\$219,006</b>
<div> <div>← Back</div> <div>Return to Main Menu</div> <div>Preview/Print Report</div> </div>			





## BENEFIT/COST MODULES AND USER INPUTS

Once cost estimation of a project is complete, a user has the option to perform benefit-cost analysis. This is feasible only if the user has data related to travel time savings. More specifically the user has to have vehicle hour travel (VHT) data for build and no build conditions in base and horizon years.

**Exhibit 23** shows options available in benefit-cost analysis module. When the option “Select a Project for B-C Analysis” is chosen, the user is prompted to select a project from a drop down list to perform B-C analysis.

### Exhibit 23: B-C Analysis Main Menu

The program allows you to select a project for B-C analysis, or modify project specific data or global variables, or preview/print a B-C report (only after analysis has been performed). In addition, the program allows deleting a project from the system. Please, choose what you would like to do.

#### B-C Analysis Options

- ☒ Select a Project for B-C Analysis
- ☐ Edit Project Specific Data
- ☐ Edit Global Variables (value of time, discount rate, .....
- ☐ Preview/Print B-C Reports
- ☐ Remove a Project from B-C Analysis only

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After a project is selected from a drop down list, a screen appears with cost data broken down by preliminary engineering, right of way, structures, drainage/grading, and others. If there is cost sharing by other agencies or partners, amount of shared cost is entered as non-WSDOT cost ([Exhibit 24](#)).

### Exhibit 24: Partnership Funds

Scenario: **HYB**      SR: **167**      BARM: **5.75**      EARM: **7.05**

Project Description: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Enter costs shared by project partners (i.e., non-WSDOT sources):

	Total Cost	Non-WSDOT Cost
Preliminary Engineering:	<b>\$12,518,000</b>	\$0
Right of Way:	<b>\$3,464,000</b>	\$0
Structures:	<b>\$39,848,000</b>	\$0
Drainage/Grading:	<b>\$32,572,000</b>	\$0
Others:	<b>\$81,124,000</b>	\$0
<b>TOTAL:</b>	<b>\$169,527,000</b>	<b>\$0</b>

Proceed →

Analysis period and remaining life for preliminary engineering, right of way, structures, drainage/grading and other items are entered as shown in [Exhibit 25](#). The tool allows changing any of the default values shown below.

### Exhibit 25: Analysis Period and Salvage Value Data

Scenario:	HYB	SR:	167	BARM:	5.75	EARM:	7.05
-----------	-----	-----	-----	-------	------	-------	------

Project Description: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Enter analysis period and percent of life (of PE, ROW, structures, drainage/grading, and other items) used by the end of analysis period. If project specific data is not available, keep the default values shown below.

	Life Used (%)
Analysis Period (yrs):	<input type="text" value="20"/>
Preliminary Engineering:	<input type="text" value="100"/>
Right of Way:	<input type="text" value="55"/>
Structures (bridges, walls):	<input type="text" value="57"/>
Drainage/Grading:	<input type="text" value="60"/>
Others:	<input type="text" value="100"/>

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Traffic data necessary for the B-C analysis includes peak and off-peak period average vehicle occupancy, percent truck, peak period traffic as percent of daily volume and daily vehicle hour travel (VHT) for both build and no build scenarios ([Exhibit 26](#)). Default values for vehicle occupancy, percent truck, and peak period traffic as percent of daily traffic should only be changed if there are project specific data for these. The user must enter project specific VHT data.

### Exhibit 26: Traffic Data Entry Form

Scenario: <b>HYB</b>	SR: <b>167</b>	BARM: <b>5.75</b>	EARM: <b>7.05</b>
Project Description: <b>SR 167 between SR 512 and SR 410 - Add a HOT lane each direction</b>			

<div style="border: 1px solid #ccc; background-color: #f0f0f0; padding: 5px; margin-bottom: 10px; text-align: center;"> <b>Average Vehicle Occupancy (AVO)</b> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Peak Period: <input style="width: 80%;" type="text" value="1.30"/> </div> <div style="width: 45%;">                     Percent Truck: <input style="width: 80%;" type="text" value="0.0"/> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Off Peak Period: <input style="width: 80%;" type="text" value="1.21"/> </div> <div style="width: 45%;">                     Peak Period Traffic (%ADT): <input style="width: 80%;" type="text" value="50"/> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Daily VHT (No Build): <input style="width: 80%;" type="text" value="30,000"/> </div> <div style="width: 45%;">                     Daily VHT (Build): <input style="width: 80%;" type="text" value="20,000"/> </div> </div>	<table border="0" style="width: 100%;"> <tr> <th style="background-color: #f0f0f0; padding: 5px;">Year 1</th> <th style="background-color: #f0f0f0; padding: 5px;">Year N</th> </tr> <tr> <td style="text-align: center; padding: 5px;"><input style="width: 80%;" type="text" value="0.0"/></td> <td style="text-align: center; padding: 5px;"><input style="width: 80%;" type="text" value="0.0"/></td> </tr> <tr> <td style="text-align: center; padding: 5px;"><input style="width: 80%;" type="text" value="48"/></td> <td style="text-align: center; padding: 5px;"><input style="width: 80%;" type="text" value="55,000"/></td> </tr> <tr> <td style="text-align: center; padding: 5px;"><input style="width: 80%;" type="text" value="45,000"/></td> <td></td> </tr> </table>	Year 1	Year N	<input style="width: 80%;" type="text" value="0.0"/>	<input style="width: 80%;" type="text" value="0.0"/>	<input style="width: 80%;" type="text" value="48"/>	<input style="width: 80%;" type="text" value="55,000"/>	<input style="width: 80%;" type="text" value="45,000"/>	
Year 1	Year N								
<input style="width: 80%;" type="text" value="0.0"/>	<input style="width: 80%;" type="text" value="0.0"/>								
<input style="width: 80%;" type="text" value="48"/>	<input style="width: 80%;" type="text" value="55,000"/>								
<input style="width: 80%;" type="text" value="45,000"/>									

<div style="border: 1px solid #ccc; background-color: #f0f0f0; padding: 10px; width: 100%;">             ← Back         </div>	<div style="border: 1px solid #ccc; background-color: #f0f0f0; padding: 10px; width: 100%;">             Return to B-C Options         </div>	<div style="border: 1px solid #ccc; background-color: #f0f0f0; padding: 10px; width: 100%;">             Proceed →         </div>
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The B-C analysis uses collision data for property damage, injury and fatality as shown in **Exhibit 27**. All collision data are entered as total of most recent three years. The tool applies cost per accident as shown below.

### Exhibit 27: Collision Data

Scenario:	HYB	SR:	167	BARM:	5.75	EARM:	7.05
Project Description: SR 167 between SR 512 and SR 410 - Add a HOT lane each direction							
		3-Year Total Collisions		Cost per Collision			
Property Damage Only (PDO):		<input type="text" value="5"/>		<input type="text" value="\$6,500"/>			
Possible Injury:		<input type="text" value="3"/>		<input type="text" value="\$35,000"/>			
Evident Injury:		<input type="text" value="4"/>		<input type="text" value="\$70,000"/>			
Disabling Injury:		<input type="text" value="6"/>		<input type="text" value="\$1,100,000"/>			
Fatality:		<input type="text" value="1"/>		<input type="text" value="\$1,100,000"/>			
<input type="button" value="← Back"/>				<input type="button" value="Proceed →"/>			

Once collision data entry is complete, the tool brings another screen to select construction items that are part of the project ([Exhibit 28](#)). This helps to estimate percent reduction of each type of collisions. The bottom line in [Exhibit 28](#) shows combined reduction from all the selected items.

**Exhibit 28: Collision Reduction Factors**

Scenario: **HYB**
SR: **167**
BARM: **5.75**
EARM: **7.05**

Project Description: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**

Select Type of Improvement(s) Involved:	Collision Reduction Factors					Data Source
	PDO	Possible Injury	Evident Injury	Disabling Injury	Fatality	
<input checked="" type="radio"/> Lane Addition	<b>0.11</b>	<b>0.11</b>	<b>0.11</b>	<b>0.11</b>	<b>0.31</b>	
<input type="radio"/> Interchange Construction						
<input checked="" type="radio"/> Shoulder Widening	<b>0</b>	<b>0.05</b>	<b>0.05</b>	<b>0.05</b>	<b>0.05</b>	
<input checked="" type="radio"/> Ramp Metering	<b>0.45</b>	<b>0.45</b>	<b>0.45</b>	<b>0.45</b>	<b>0.45</b>	
<input type="radio"/> Traffic Signal Installation						
<input type="radio"/> Right-Turn Lane Addition						
<input type="radio"/> Left-Turn Lane Addition						
<input type="radio"/> TWLT Lane Addition						
<b>Combined Effect:</b>	<b>0.51</b>	<b>0.54</b>	<b>0.54</b>	<b>0.54</b>	<b>0.64</b>	

← Back
Proceed →

After entering all necessary data, the tool displays a summary of all entries for review ([Exhibit 29](#)). If changes need to be made at this time use the back buttons to return to the appropriate input screen and make the necessary changes.

### Exhibit 29: Summary of Input Data for Review

Scenario: <b>HYB</b>	SR: <b>167</b>	BARM: <b>5.75</b>	EARM: <b>7.05</b>
Project Description: <b>SR 167 between SR 512 and SR 410 - Add a HOT lane each direction</b>			
You have completed data entry for benefit-cost analysis of above project. Please, review summary of your input data below. To edit any of the inputs, you may go back. If you are satisfied with the data, click the "Perform B-C Analysis" button.			
Analysis Period (yrs): <b>20</b>	PE Life Used (%): <b>100</b>	3-Year PDO Accidents: <b>5</b>	
Non WSDOT Cost: <b>\$0</b>	ROW Life Used (%): <b>55</b>	3-Year Possible Injury: <b>3</b>	
Peak Period Traffic in Year 1 (%ADT): <b>50</b>	Structure Life Used (%): <b>57</b>	3-Year Evident Injury: <b>4</b>	
Peak Period Traffic in Year N (%ADT): <b>48</b>	Drainage Life Used (%): <b>60</b>	3-Year Disabling Injury: <b>6</b>	
% Truck in Year 1: <b>0.0</b>	Other Life Used (%): <b>100</b>	3-Year Fatality Accidents: <b>1</b>	
% Truck in Year N: <b>0.0</b>	No-Build VHT in Year 1: <b>30,000</b>	PDO Reduction Factor: <b>0.51</b>	
Peak Period AVO: <b>1.30</b>	No-Build VHT in Year N: <b>40,000</b>	Possible Inj. Red. Factor: <b>0.54</b>	
Off-Peak Period AVO: <b>1.21</b>	Build VHT in Year 1: <b>35,000</b>	Evident Inj. Red. Factor: <b>0.54</b>	
	Build VHT in Year N: <b>45,000</b>	Disabling Inj. Red. Factor: <b>0.54</b>	
		Fatality Reduction Factor: <b>0.64</b>	
<input style="border: 1px solid black; padding: 5px 10px;" type="button" value="← Back"/>		<input style="border: 1px solid black; padding: 5px 10px;" type="button" value="Perform B-C Analysis"/>	

If *Perform B-C Analysis* is chosen as shown above, an option window appears to select one of the two options for printing B-C reports – either for a selected project or all projects. A one page report is generated for each project (see the section *PRINTING REPORTS*).

Project specific and global data can be edited by selecting editing option from the B-C Main Menu ([Exhibit 23](#)). If project specific data editing option is selected, a screen appears to select a project from the drop down list. Once a project is selected, a number of screens (as shown in [Exhibits 24 to 29](#)) will appear for editing data entered earlier. If global data editing option is selected, a screen ([Exhibit 30](#)) appears with all default or earlier entered data that allows editing any data.

### Exhibit 30: Summary of Input Data for Review

**These are global variables and changing any of these values will change benefits as well as benefit-cost ratios of all projects in the database.**

Annual Benefit Days:	<input type="text" value="260"/>	Discount Rate (%):	<input type="text" value="4.0"/>	Auto	Truck
Average Hourly Wage:	<input type="text" value="\$18.36"/>	In-Vehicle Time Value (% of wage rate):	<input type="text" value="33"/>	<input type="text" value="110"/>	
Average Speed (mph):	<input type="text" value="50"/>	Vehicle Operating Cost per Mile:	<input type="text" value="\$0.1590"/>	<input type="text" value="\$0.7208"/>	

	Cost of Each Accident		Annual Avg O-M Cost
Property Damage Only:	<input type="text" value="\$6,500"/>	PCCP Pavement (\$/LM):	<input type="text" value="\$20,000"/>
Possible Injury:	<input type="text" value="\$35,000"/>	ACP Pavement (\$/LM):	<input type="text" value="\$7,400"/>
Evident Injury:	<input type="text" value="\$70,000"/>	Bridge (\$/SF):	<input type="text" value="\$0.34"/>
Disabling Injury:	<input type="text" value="\$1,100,000"/>	Special Bridge (\$/SF):	<input type="text" value="\$0.78"/>
Fatality:	<input type="text" value="\$1,100,000"/>	Lids without Vents (\$/SF):	<input type="text" value="\$0.17"/>
		Tunnels (\$/LF):	<input type="text" value="\$132.50"/>
		General Maintenance (\$/LM):	<input type="text" value="\$11,500"/>

Return to B-C Options





## EDITING DATA

The tool has editing modules that provide ways of updating project specific as well as global data. Project specific data is divided into user input data and program default data. The user input data is the data that was input to describe the project. The program default data is used internally to calculate quantities and costs and can be either project specific or global affecting all projects in the database. The tool allows editing of each type of data through a series of modules which are discussed in the following sections. The screen below shows how to start editing a project.

**Exhibit 31: Main Menu Selection for Editing**

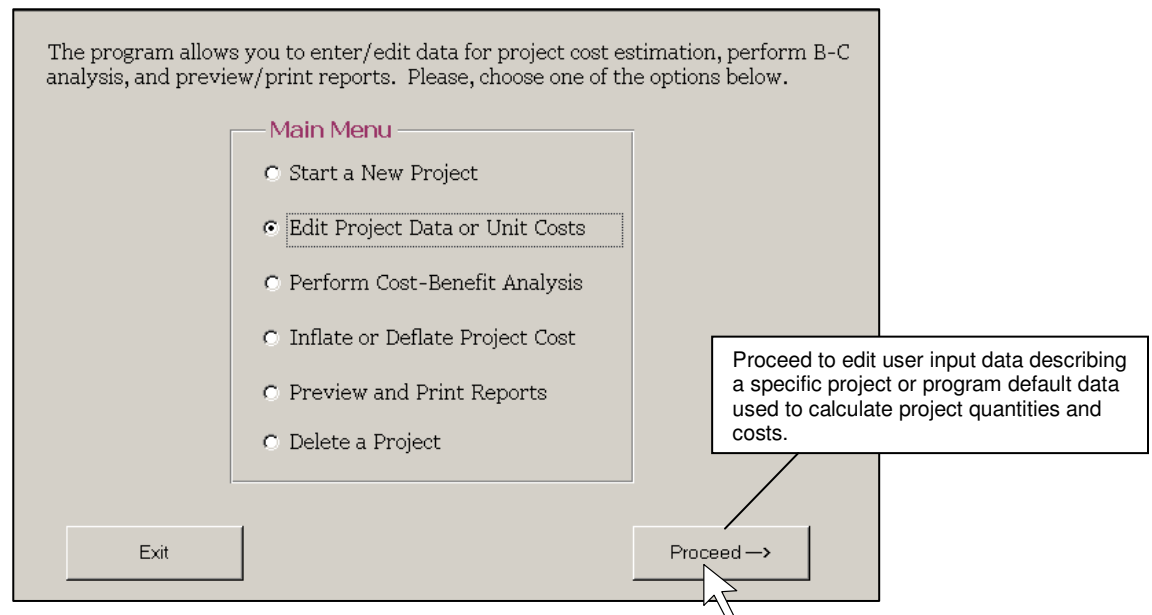
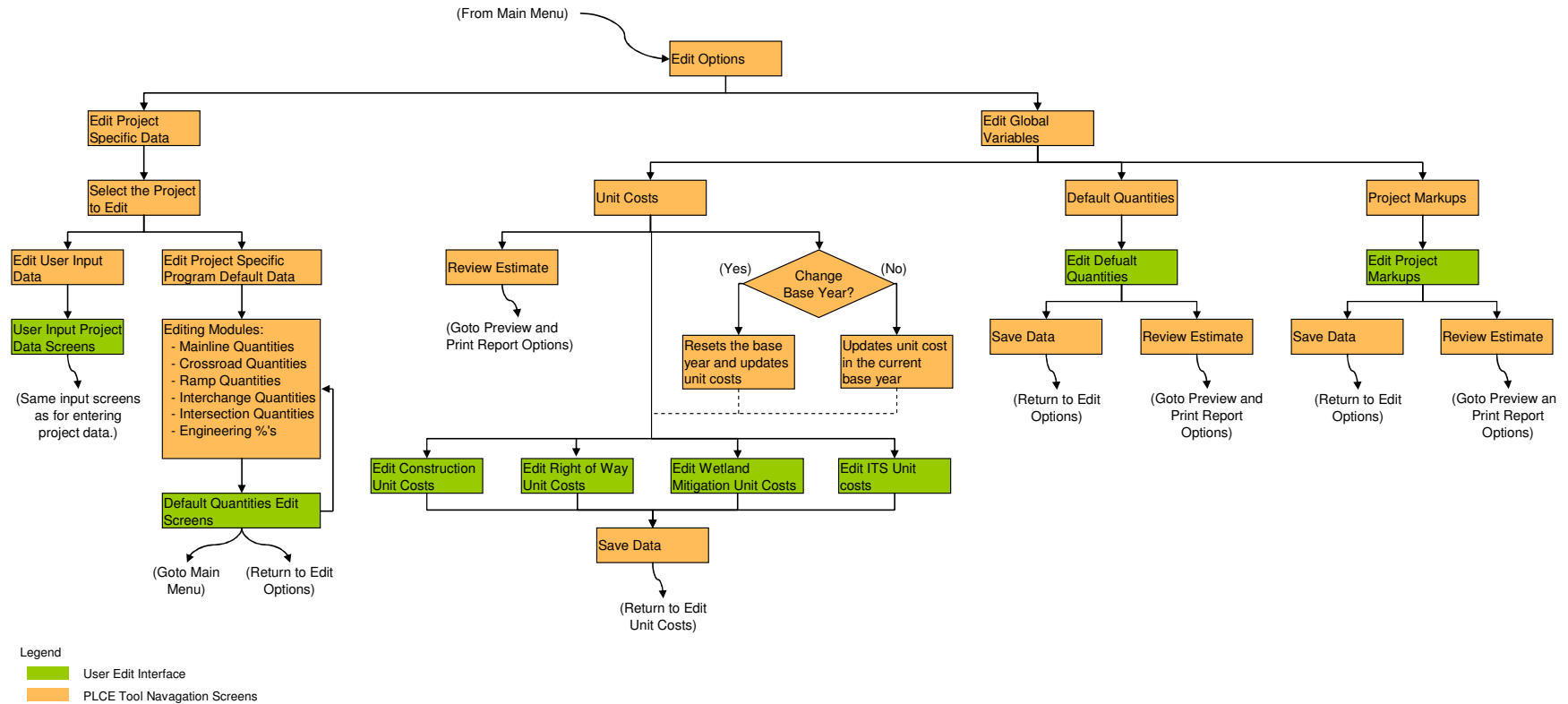


Exhibit 32 on the following page is a flow chart for the editing process within the tool.

## Exhibit 32: Editing Process Flow Chart

### Editing in the PLCE Tool



## Project Specific User Input Data

Editing user input data is done through the same series of modules that were used when initially entering the data. The user is taken through the same screens as the initial project input screens described in the section “Calculation Modules and Required User Inputs”.

The user is prompted to choose the type of edit in the screen shown below. In this example editing project specific data was chosen. The user then chooses from a drop down list of all the projects currently in the database.

### Exhibit 33: Edit Options Screens

The program allows you to modify data specific to an individual project as well as data that affect all the projects in the database. Please, choose what you would like to do.

#### Edit Options

☒ Edit Project Specific Data

Edit Any of these Global Variables:

- ☐ Unit Costs
- ☐ Default Quantities
- ☐ Markups

Proceed to edit the user input data describing a specific project or the program default data for a specific project.

Select the project you would like to edit/modify.

202	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense Urban
202	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Rural
202	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Suburban
202	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Dense Urban
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Rural
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Suburban
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Puget Sound/Rural
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Puget Sound/Suburban
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Puget Sound/Urban
005	0.00	1.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Vancouver/Rural
005	1.00	2.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Vancouver/Suburban
005	2.00	3.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Vancouver/Urban
005	3.00	4.00	Exhibit 4: Base Cost Per Lane Mile - Freeway/Vancouver/Dense Urban
005	4.00	5.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Rural
005	5.00	6.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Suburban
005	6.00	7.00	Exhibit 4: Base Cost Per Lane Mile - Arterial/Vancouver/Urban

Select a specific project for editing.

The user can now choose the type of project specific data to be edited. When *Edit Project Specific Data* is chosen, the editing session stores project information in the same temporary location that new project information is stored. Data is kept in that temporary location until an estimate is completed. An estimate is completed when the button “Perform Estimate” has been pushed. To prevent the unwanted overwriting of project information stored in this temporary location, a warning message reminds users to complete the project already in the temporary location.

To verify if there is a project remaining in the temporary location all a user has to do is return to the main menu and start a new project. If there was project information already stored in the temporary location it will be reloaded into the project information inputs screens and the user only need to push the proceed buttons until reaching the “Perform Estimate” button. As soon as the “Perform Estimate” button is pushed cost estimation is performed and the project data is copied from the temporary location to a permanent location in the database.

In the following example the user chooses to edit the user input data and is taken to the project information input screens.

### Exhibit 34: Edit User Input Data Screens

Scenario: **A\_PS\_D** SR: **202** BARM: **0.00** EARM: **1.00**  
 Project Title: **Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense Urban**

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

**User Input Data** Program Default Data

Select a Different Project to Edit

**Warning Message:** Data is stored in a temporary table when it is being entered or modified. It will remain in that table until "Perform Estimate" has been chosen. This warning allows for reconsideration as to whether or not there may be data in the temporary table that should be saved prior to beginning an editing session.

**You have selected to edit user input data for the above project. If you do so, you will lose project quantity data that might have been edited earlier. Would you like to proceed?**

**Yes** No

Name of Analyst (Optional):   
 Date:   
 Project Title:   
 State Route:  Beginning ARM:  Ending ARM:   
 County:   
 Scenario (Optional):  **Edit Scenarios**  
 Improvement Type (Optional):   
 Roadway Type:   
 Terrain Type:   
 Development Density:  **Definition?**

**Return to Main Menu** **Proceed →**

The editing modules use the same program modules and input screens as those for entering a project. The appearance and function of the input screens are the same as when the project was first entered. (See Calculation Modules and User Inputs)

## Project Specific Program Default Data

Some of the program default variables can be edited for a specific project. Program default variables are used to make internal calculations and produce an estimate. There are two basic types of program default variables one for quantities and one for unit costs. Default variables for quantities can be edited for a specific project. For example if there is likely to be significantly more earthwork on a particular project the quantities for earthwork can be adjusted for that project only. Default variables for costs are considered regional and can not be edited on a project by project basis.

The user can edit project specific default quantities though a series of interfaces each of which shows the aggregate quantities for a portion of the project. For example the quantities shown on the screen for editing new interchanges is the sum of all interchanges on the project.

In the example below the user chooses to edit the program default quantities for the selected project. The next screen asks which of six sets of quantity data is to be edited.

### Exhibit 35: Edit Program Default Data Screens

Scenario: **A\_PS\_D** SR: **202** BARM: **0.00** EARM: **1.00**  
Project Title: **Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense Urban**

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

User Input Data Program Default Data  
Select a Different Project to Edit

SR: **202** BARM: **0.00** EARM: **1.00**

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

- ☐ Mainline Quantities
- ☐ Crossroad Quantities
- ☐ Ramp Modification Quantities
- ☐ New Interchange Quantities
- ☐ Intersection Improvement Quantities
- ☐ Preliminary/Construction Engineering

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Edit program default data used in calculating quantities and costs for the specific project selected.

The six sets of quantity data are used in the calculation modules to produce project quantities which are then applied to the unit costs to arrive at the project costs.

## Mainline Quantities

Selecting Mainline Quantities to edit brings up the project quantities for mainline roadway construction as shown below:

**Exhibit 36: Input Screen for Editing Program Default Mainline Quantities**

### Mainline Quantities

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound](#)

You may edit any of the following **quantities per lane-mile** and run the program again to get updated project estimates.

#### GRADING

Clear and Grub (Acre):  Roadside Cleanup (Lump sum):   
Building Demo (Lump sum):  Roadway Excavation (CY):   
Removal of Structures (Lump sum):  Gravel Borrow/Embankment Compaction (Ton):   
Pavement Removal (SY):

#### DRAINAGE

Removal of Drainage Structure (Each):  Collection Pipe: 12" RCSSP (LF):   
Conveyance: 24" RCSSP (LF):  Large Culvert (LF):   
Catch Basin Type 2-48" (Each):  Ditch Excavation (LF):

#### STORMWATER DETENTION AND TREATMENT

Detention Pond: SF of Impervious Area (SF):   
Water Quality Pond: SF of Impervious Area (SF):   
Detention Vault: SF of Impervious Area (SF):   
Filtration/Water Quality Treatment (SF):

#### RETAINING AND NOISE WALLS

Retaining Wall (SF):   
Noise Wall (LF):

#### PAVEMENTS

Asphalt Concrete Pavement, ACP (SF):   
Portland Cement Concrete Pavement, PCCP (SF):

#### ROADSIDE DEVELOPMENT

Fencing (LF):   
Seeding, Mulching, and Fertilizing (Acre):   
Roadside Restoration (Lump sum):

#### TRAFFIC SERVICES AND SAFETY

Guardrail (LF):  Signing (Lump sum):   
Guardrail Terminal (Each):  Cantilever Sign Bridge (Each):   
Concrete Barrier (LF):  Sign Bridge (Each):   
Impact Attenuator (Each):  Traffic Marking (LF):   
Signal (Each):  Raised Channelization (LF):   
Illumination (Each):  Curb, Gutter and Sidewalk (LF):   
ITS (Lump sum):

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense](#)

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

☒ Mainline Quantities  
☐ Crossroad Quantities  
☐ Ramp Modification Quantities  
☐ New Interchange Quantities  
☐ Intersection Improvement Quantities  
☐ Preliminary/Construction Engineering

Edit mainline quantities for a

Return to the edit options screen or return to the main menu screen.

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## Crossroad Quantities

Selecting Crossroad Quantities to edit brings up the project quantities for crossroad construction as shown below:

**Exhibit 37: Input Screen for Editing Program Default Crossroad Quantities**

### Crossroad Quantities

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget](#)

You may edit any of the following **quantities per lane-mile** and run the program again to get updated project estimates.

#### GRADING

Clear and Grub (Acre):	<input type="text" value="0.00"/>	Roadside Cleanup (Lump sum):	<input type="text" value="1"/>
Building Demolition (Lump sum):	<input type="text" value="1"/>	Roadway Excavation (CY):	<input type="text" value="13,000"/>
Removal of Structures (Lump sum):	<input type="text" value="1"/>	Gravel Borrow/Embankment Compaction (Ton):	<input type="text" value="20,000"/>
Pavement Removal (SY):	<input type="text" value="0"/>		

#### DRAINAGE

Removal of Drainage Structures (Each):	<input type="text" value="13"/>	Collection Pipe - 12" RCSSP (LF):	<input type="text" value="700"/>
Conveyance - 24" RCSSP (LF):	<input type="text" value="3,700"/>	Large Culvert (LF):	<input type="text" value="150"/>
Catch Basin Type 2-48" (Each):	<input type="text" value="13"/>	Ditch Excavation (LF):	<input type="text" value="1,100"/>

#### STORMWATER DETENTION AND TREATMENT

Detention Pond (SF of new impervious area):	<input type="text" value="7,920"/>
Water Quality Pond (SF of new impervious area):	<input type="text" value="9,504"/>
Detention Vault (SF of new impervious area):	<input type="text" value="71,280"/>
Filtration Water Quality Treatment (SF of new imperv. area):	<input type="text" value="85,536"/>

#### WALLS

Retaining Wall (SF):	<input type="text" value="0"/>
Noise Wall (LF):	<input type="text" value="0"/>

#### PAVEMENTS

Asphalt Concrete Pavement, ACP (SF):	<input type="text" value="31,680"/>
Portland Cement Concrete Pavement, PCCP (SF):	<input type="text" value="31,680"/>

#### ROADSIDE DEVELOPMENT

Fencing (LF):	<input type="text" value="600"/>
Seeding, Mulching and Fertilizing (Acre):	<input type="text" value="3.00"/>
Roadside Restoration (Lump sum):	<input type="text" value="1"/>

#### TRAFFIC SERVICES AND SAFETY

Guardrail (LF):	<input type="text" value="264"/>	Signing (Lump sum):	<input type="text" value="1"/>
Guardrail Terminal (Each):	<input type="text" value="4"/>	Cantilever Sign Bridge (Each):	<input type="text" value="0"/>
Concrete Barrier (LF):	<input type="text" value="264"/>	Sign Bridge (Each):	<input type="text" value="0"/>
Impact Attenuator (Each):	<input type="text" value="2"/>	Traffic Marking (LF):	<input type="text" value="10,560"/>
Signal (Each):	<input type="text" value="0"/>	Raised Channelization (LF):	<input type="text" value="4,760"/>
Illumination (Each):	<input type="text" value="11"/>	Curb, Gutter and Sidewalk (LF):	<input type="text" value="4,760"/>
ITS (Lump sum):	<input type="text" value="1"/>		

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense](#)

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

- ☐ Mainline Quantities
- ☒ Crossroad Quantities
- ☐ Ramp Modification Quantities
- ☐ New Interchange Quantities
- ☐ Intersection Improvement Quantities
- ☐ Preliminary/Construction Engineering

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## Ramp Modification Quantities

Selecting Ramp Modification Quantities to edit brings up the project quantities for modifying ramps to accommodate mainline widening. The ramp modification editing screen is shown below:

**Exhibit 38: Input Screen for Editing Program Default Ramp Modification Quantities**

### Ramp Modification

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget S](#)

You may edit any of the following quantities **per ramp for ramp modification work.**

#### GRADING

Clear and Grub (Acre):

Building Demolition (Lump sum):

Structure Removal (Lump sum):

Pavement Removal (SY):

Roadside Cleanup (Lump sum):

Roadway Excavation (CY):

Embankment Compaction (Ton):

#### DRAINAGE

Drainage Structure Removal (Each):

Conveyance (LF):

Catch Basin (Each):

Collection Pipe (LF):

Large Culvert (LF):

Ditch Excavation (LF):

#### STORMWATER DETENTION AND TREATMENT

Detention Pond (SF of Impervious Surface):

Water Quality Pond (SF of Impervious Surface):

Detention Vault (SF of Impervious Surface):

Filtration/Water Quality Treatment (SF of Imperv.):

#### WALLS

Retaining Wall (SF):

Noise Wall (LF):

#### BRIDGES

Existing Bridge Removal (SF):

New Bridge (SF):

#### PAVEMENTS

Asphalt Concrete Pavement, ACP (SF):

Portland Cement Concrete Pavement, PCCP (SF):

#### ROADSIDE DEVELOPMENT

Fencing (LF):

Seeding, Mulching and Fertilizing (Acre):

Roadside Restoration (Lump sum):

#### TRAFFIC SERVICES AND SAFETY

Guardrail (LF):

Guardrail Terminal (Each):

Concrete Barrier (LF):

Impact Attenuator (Each):

Signal (Each):

Illumination (Each):

ITS (Lump sum):

Signing (Lump sum):

Canilever Sign Bridge (Each):

Sign Bridge (Each):

Traffic Marking (LF):

Raised Channelization (LF):

Curb, Gutter and Sidewalk (LF):

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense](#)

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

☐ Mainline Quantities
 ☐ Crossroad Quantities
 ☒ Ramp Modification Quantities
 ☐ New Interchange Quantities
 ☐ Intersection Improvement Quantities
 ☐ Preliminary/Construction Engineering

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Edit ramp modification quantities for a

Return to the edit options screen or return to the main menu screen.

## New Interchange Quantities

Selecting New Interchanges to edit brings up the project quantities for new interchanges. (In this example there were no interchanges in the project.) The editing screen is shown below:

**Exhibit 39: Input Screen for Editing Program Default New Interchange Quantities**

### New Interchanges

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound](#)

You may edit any of the following **quantities for new interchange(s)** and run the program again to get updated project estimates.

**GRADING**

Clear and Grub (Acre): <input type="text" value="0.00"/>	Roadside Cleanup (Lump sum): <input type="text" value="0.00"/>
Building Demolition (Lump sum): <input type="text" value="0.00"/>	Roadway Excavation (CY): <input type="text" value="0"/>
Structure Removal (Lump sum): <input type="text" value="0.00"/>	Gravel Borrow/Embankment Compaction (Ton): <input type="text" value="0"/>
Pavement Removal (SY): <input type="text" value="0"/>	

**DRAINAGE**

Drainage Structure Removal (Each): <input type="text" value="0"/>	
Conveyance (LF): <input type="text" value="0"/>	
Catch Basin (Each): <input type="text" value="0"/>	
Collection Pipe (LF): <input type="text" value="0"/>	
Large Culvert (LF): <input type="text" value="0"/>	
Ditch Excavation (LF): <input type="text" value="0"/>	

**STORMWATER DETENTION AND TREATMENT**

Detention Pond (SF of New Impervious Surface): <input type="text" value="0"/>	
Water Quality Pond (SF of New Impervious Surface): <input type="text" value="0"/>	
Detention Vault (SF of New Impervious Surface): <input type="text" value="0"/>	
Filtration Water Quality Treatment (SF of New Imperv. Surface): <input type="text" value="0"/>	

**WALLS**

Retaining Wall (SF): <input type="text" value="0"/>	
Noise Wall (LF): <input type="text" value="0"/>	

**BRIDGES**

Existing Bridge Removal (SF): <input type="text" value="0"/>	
New Bridge (SF): <input type="text" value="0"/>	

**PAVEMENTS**

Asphalt Concrete Pavement, ACP (SF): <input type="text" value="0"/>	
Portland Cement Concrete Pavement, PCCP (SF): <input type="text" value="0"/>	

**ROADSIDE DEVELOPMENT**

Fencing (LF): <input type="text" value="0"/>	
Seeding, Mulching, and Fertilizing (Acre): <input type="text" value="0.00"/>	
Roadside Restoration (Lump sum): <input type="text" value="0"/>	

**TRAFFIC SERVICES AND SAFETY**

Guardrail (LF): <input type="text" value="0"/>	Signing (Lump sum): <input type="text" value="0"/>
Guardrail Terminal (Each): <input type="text" value="0"/>	Cantilever Sign Bridge (Each): <input type="text" value="0"/>
Concrete Barrier (LF): <input type="text" value="0"/>	Sign Bridge (Each): <input type="text" value="0"/>
Impact Attenuator (Each): <input type="text" value="0"/>	Traffic Marking (LF): <input type="text" value="0"/>
Signal (Each): <input type="text" value="0"/>	Raised Channelization (LF): <input type="text" value="0"/>
Illumination (Each): <input type="text" value="0"/>	Curb, Gutter and Sidewalk (LF): <input type="text" value="0"/>
ITS (Lump sum): <input type="text" value="0"/>	

SR: 
BARM: 
EARM: 
[Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense](#)

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

- ☐ Mainline Quantities
- ☐ Crossroad Quantities
- ☐ Ramp Modification Quantities
- ☒ New Interchange Quantities
- ☐ Intersection Improvement Quantities
- ☐ Preliminary/Construction Engineering

<-- Back
Proceed -->

Edit new interchange quantities for a specific project.

Return to the edit options screen or return to the main menu screen.

## Intersection Improvement Quantities

Selecting Intersection Improvement Quantities to edit brings up the project quantities for intersection construction as shown below:

### Exhibit 40: Input Screen for Editing Program Default Intersection Quantities

**Intersection Quantities**

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget](#)

You may edit any of the following quantities for the above project and run the program again to get updated project estimates.

**SIGNAL/ROUNDAABOUT**

Number of Intersections to Signalize (Each):

Number of Roundabouts (Each):

Price of Roundabout (\$/Each):

**The quantities below are in per lane-mile basis.**

**GRADING**

Clear and Grub (Acre):

Building Demolition (Lump sum):

Removal of Structures (Lump sum):

Pavement Removal (SY):

Roadside Cleanup (Lump sum):

Roadway Excavation (CY):

Embankment Compaction (Ton):

**DRAINAGE**

Removal of Drainage Structures (Each):

Conveyance (LF):

Catch Basin (Each):

Collection Pipe (LF):

Large Culvert (LF):

Ditch Excavation (LF):

**STORMWATER DETENTION AND TREATMENT**

Detention Pond (SF of impervious area):

Water Quality Pond (SF of impervious area):

Detention Vault (SF of impervious area):

Filtration Water Quality Treatment (SF of imperv. area):

**WALLS**

Retaining Walls (SF):

Noise Walls (LF):

**WALLS**

Asphalt Concrete Pavement, ACP (SF):

Portland Cement Concrete Pavement, PCCP (SF):

**TRAFFIC SERVICES AND SAFETY**

Fencing (LF):

Seeding, Mulching and Fertilizing (Acre):

Roadside Restoration (Lump sum):

Guardrail (LF):

Guardrail Terminal (Each):

Concrete Barrier (LF):

Illumination (Each):

ITS (Lump sum):

Signing (Lump sum):

Traffic Marking (LF):

Raised Channelization (LF):

Curb, Gutter and Sidewalk (LF):

SR:  BARM:  EARM:  [Exhibit 4: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense](#)

You have selected the above project for editing data. Please, select the type of data you would like to edit/modify.

☐ Mainline Quantities  
☐ Crossroad Quantities  
☐ Ramp Modification Quantities  
☐ New Interchange Quantities  
☒ Intersection Improvement Quantities  
☐ Preliminary/Construction Engineering

Edit intersection quantities for a specific project.

Return to the edit options screen or return to the main menu screen.

### Preliminary/Construction Engineering

Selecting Preliminary/Construction Engineering allows the editing of the engineering costs for a particular project. Preliminary Engineering (PE) is set at a constant ten percent. Construction Engineering (CE) varies based on formulas in the Plans Prep Manual, June 2003, Page 8-5. Both PE and CE for a particular project can be changed from the defaults using the screens shown below.

**Exhibit 41: Input Screen for Editing PE and CE Percentages**

The image displays two screenshots of a software interface for editing engineering costs.

**Top Screenshot:** This screen is titled "Exhibit 41: Base Cost Per Lane Mile - Arterial/Puget Sound/Dense". It shows project data: SR: 202, BARM: 0.00, EARM: 1.00. The instruction reads: "You have selected the above project for editing data. Please, select the type of data you would like to edit/modify." There are five checkboxes: Mainline Quantities, Crossroad Quantities, Ramp Modification Quantities, New Interchange Quantities, Intersection Improvement Quantities, and Preliminary/Construction Engineering (which is checked). A callout box points to the "Proceed ->" button with the text: "Edit engineering costs for a specific project."

**Bottom Screenshot:** This screen shows the input for engineering costs. It displays: SR: 202, BARM: 0. The instruction reads: "You may change preliminary engineering and/or construction engineering costs as percent of construction cost." There is a label "Percent of Construction Cost" above two input fields. The "Preliminary Engineering (PE)" field contains the value 10, and the "Construction Engineering (CE)" field contains the value 12. A callout box points to the "Proceed ->" button with the text: "Return to the edit options screen or return to the main menu screen."

## Global Variables

There are three types of global variables – costs, quantities, and markups. There are two main reasons for editing global variables. One is to update the base year based on new cost data (i.e. cost data from recently completed construct projects) and is covered in section “Editing Unit Cost Global Default Variables”. The other is to edit the costs, quantities, and markups to be more representative of a particular region or set of projects. The image below shows the available options for editing global variables.

**Exhibit 42: Edit Global Variables**

The program allows you to modify data specific to an individual project as well as data that affect all the projects in the database. Please, choose what you would like to do.

**Edit Options**

☐ Edit Project Specific Data

Edit Any of these Global Variables:

☒ Unit Costs

☐ Default Quantities

☐ Markups

Return to Main Menu

Proceed ->

Edit unit costs for all projects.

## Unit Costs

Unit costs for construction, wetland mitigation, right of way, and Intelligent Transportation Systems (ITS) can be edited globally. The program stores a base year which is the year in which the costs are reported and the unit costs are representative for that year. The base year is updated when data from newly completed construction projects is added to the tool or when costs are inflated to reflect rising costs.

**Exhibit 43: Edit Unit Costs**

Select "Yes" when updating all costs for a new base year. The base year is the year in which the estimated dollars are reported. The base year is the basis for inflating project costs within the tool.

**What to Edit?**

☐ Construction Unit Costs

☐ Wetland Mitigation Unit Costs

☐ Right of Way Unit Costs

☐ ITS Unit Costs

**Does this edit change the base year of all costs?**

☒ Yes

☐ No

Enter new base year

Please, note that construction, wetland mitigation, right of way, and ITS unit costs must be in the same base year.

In the following four sections the examples shown are not updating the base year but the input screens look and operate the same as when updating the base year.

### Construction Unit Costs

There are 14 different sets of construction costs representing different areas and development densities (see the section “Roadway Mainline” and Exhibit 6). Construction unit costs are used in calculating many components of a project including crossroads, intersections, ramp modifications, and interchanges.

**Exhibit 44: Input Screens for Editing Construction Unit Costs**

Please, enter unit costs for **Dense Urban Puget Sound**

**CLEAR AND GRUB, DEMOLITION**

Clear and Grub (\$/Acre):

Building Demo (LS/Lane-mile):

Removal of Structures (LS/Lane-mile):

Pavement Removal (\$/SY):

Roadside Cleanup (LS/Lane-mile):

**ROADWAY EXCAVATION, EMBANKMENT COMPACTION**

Roadway Excavation (\$/CY):

Gravel Borrow/Embankment Compaction (\$/Ton):

**DRAINAGE**

Removal of Drainage Structure (\$/Each):

Conveyance: 24" RCSSP (\$/LF):

Catch Basin Type 2-48" (\$/Each):

Collection Pipe: 12" RCSSP (\$/LF):

Large Culvert (\$/LF):

Ditch Excavation (\$/LF):

**STORMWATER DETENTION AND TREATMENT**

Detention Pond (\$/SF of Impervious Area):

Water Quality Pond (\$/SF of Impervious Area):

Detention Vault (\$/SF of Impervious Area):

Filtration/Water Quality Treatment (\$/SF):

**STRUCTURES**

Bridge Widening (\$/SF):

Bridge: Span up to 140' (\$/SF):

Bridge: Span up to 200' (\$/SF):

Bridge: Span up to 400' (\$/SF):

Bridge: Span more than 400' (\$/SF):

Existing bridge Removal (\$/SF):

Floating Bridge (\$/SF):

Movable Bridge (\$/SF):

Lid without Ventilation (\$/SF):

Tunnel (\$/LF):

Retaining Wall (\$/SF):

Noise Wall (\$/LF):

Pedestrian Bridge (\$/SF):

Railroad Bridge Replacement (\$/LF):

**What to Edit?**

☒ Construction Unit Costs

☐ Wetland Mitigation Unit Costs

☐ Right of Way Unit Costs

☐ ITS Unit Costs

Does this edit change the base year of all costs?

☐ Yes

☒ No

Please, note that construction, wetland mitigation way, and ITS unit costs must be in the same base year

Return to Edit Options

Review Estimate

Proceed →

Edit the program default unit costs for construction items.

(Continued on next page)



**SURFACING, PAVING**

Asphalt Concrete Pavement (ACP) (\$/SF):   
Portland Cement Concrete Pavement (PCCP) (\$/SF):

**ROADSIDE DEVELOPMENT**

Fencing (\$/LF):   
Seeding, Mulching, and Fertilizing (\$/AC):   
Roadside Restoration (LS/Lane-mile):

**TRAFFIC SERVICES AND SAFETY**

Guardrail (\$/LF):   
Guardrail Terminal (\$/Each):   
Concrete Barrier (\$/LF):   
Impact Attenuator (\$/Each):   
Signal (\$/Each):   
Illumination (\$/Each):   
ITS (LS/Lane-mile):   
Signing (LS/Lane-mile):   
Cantilever Sign Bridge (\$/Each):   
Sign Bridge (\$/Each):   
Traffic Marking (\$/LF):   
Raised Channelization (\$/LF):   
Curb, Gutter and Sidewalk (\$/LF):

Save Data and Return to Unit Cost Edit Options

Record:  of 14  
Form View

Selecting "Save Data..." saves the changes made and returns to the Edit Unit Cost screen for Global default variables.

Scroll through the records to view costs for other regions and development densities.

## Wetland Mitigation Costs

The following screens show how to edit wetland mitigation costs (see also the section “Wetland and Streams”):

**Exhibit 45: Edit Wetland Mitigation Costs**

**What to Edit?**

☐ Construction Unit Costs  
☒ Wetland Mitigation Unit Costs  
☐ Right of Way Unit Costs  
☐ ITS Unit Costs

**Does this edit change the base year of all costs?**

☐ Yes  
☒ No

Please, note that construction, wetland mitigation, right of way, and ITS unit costs must be in the same base year.

	\$/Acre	\$/Each
High value wetland/stream (Mitigation ratio >6:1)	\$2,500,000	
Medium value wetland/stream (Mitigation ratio 4:1)	\$1,900,000	
Low value wetland/stream (Mitigation ratio 1:1)	\$650,000	
Stream culvert		\$1,500,000
Beach restoration		\$1,000,000

## Right of Way Unit Costs

The following screens show how to edit right of way unit costs (see also the section “Right of Way”):

**Exhibit 46: Edit Right of Way Unit Costs**

**What to Edit?**

☐ Construction Unit Costs  
☐ Wetland Mitigation Unit Costs  
☒ Right of Way Unit Costs  
☐ ITS Unit Costs

Does this edit change the base year of all costs?

☐ Yes  
☒ No

Please, note that construction, wetland mitigation, right of way, and ITS unit costs must be in the same base year.

Return to Edit Options    Review Estimate    Proceed ->

County	Development Density	Vacant Land (\$/Acre)	Residential Land (\$/Acre)	Commercial Land (\$/Acre)
Adams	Rural	\$27,000	\$336,000	\$368,000
Adams	Suburban	\$27,000	\$336,000	\$368,000
Adams	Urban	\$255,000	\$582,000	\$1,322,000
Asotin	Rural	\$27,000	\$336,000	\$368,000
Asotin	Suburban	\$27,000	\$336,000	\$368,000
Asotin	Urban	\$255,000	\$582,000	\$1,322,000
Benton	Rural	\$27,000	\$336,000	\$368,000
Benton	Suburban	\$27,000	\$336,000	\$368,000
Benton	Urban	\$255,000	\$582,000	\$1,322,000

Save Data and Return to Unit Cost Edit Options

## ITS Unit Costs

The following screens show how to edit ITS costs.

### Exhibit 47: Edit ITS Unit Costs

**What to Edit?**

☐ Construction Unit Costs  
☐ Wetland Mitigation Unit Costs  
☐ Right of Way Unit Costs  
☒ ITS Unit Costs

**Does this edit change the base year of all costs?**

☐ Yes  
☒ No

Please, note that construction, wetland mitigation, right of way, and ITS unit costs must be in the same base year.

Edit the program default unit costs for intelligent transportation systems items.

ITS Element	Cost	Unit
VMS:	\$240,000	per each
CCTV:	\$33,000	per each
HARS:	\$12,000	per each
HART:	\$40,000	per each
Data Station:	\$40,000	per each
ITS Conduit:	\$25.00	per linear foot
Fiber Optic:	\$975,000	per mile
Fiber Terminal Cabinet:	\$80,000	per each
Ramp Meter:	\$60,000	per each
Signal Coordination:	\$5,000	per intersection

Selecting "Save Data..." saves the changes made and returns to the Edit Unit Cost screen for global default variables.

## Default Quantities

Only mainline construction default quantities can be edited globally. There are 28 different sets of mainline construction default quantities representing different areas, development densities, and roadway types (see the section *Roadway Mainline*). The mainline construction default quantities for arterial roadways are used in calculating arterial roadway quantities, crossroad quantities, and intersection quantities. They are components in ramp modification and each of the 22 interchange types. Mainline construction default quantities for freeways are also a component of each interchange type as well as freeway costs. The following screens show how to edit mainline construction default quantities.

### Exhibit 48: Edit Mainline Default Quantities

The program allows you to modify data specific to an individual project as well as data that affect all the projects in the database. Please, choose what you would like to do.

**Edit Options**

☐ Edit Project Specific Data    Edit Any of these Global Variables:

☐ Unit Costs

☒ **Default Quantities**

☐ Markups

Return to Main Menu    Proceed →

You may use the scroll bar at the bottom of the screen to view quantities for other regions, roadway types, and development densities (i.e. Suburban Spokane Freeway, Urban Vancouver Arterial, etc.).

**Urban    Puget Sound Region    Freeways**

Clear and Grub (Acres)	3.00	ACP (SF)	63,360
Building Demolition (Lump sum)	1	PCCP (SF)	0
Removal of Structures (Lump sum)	1	Fencing (LF)	1,400
Pavement Removal (SY)	0	Seeding, Mulching and Fertilizing (Acres)	3
Roadside Cleanup (Lump sum)	1	Roadside Restoration (Lump sum)	1
Roadway Excavation (CY)	35,000	Guardrail (LF)	5,280
Gravel Borrow/Embankment Compaction (Ton)	60,000	Guardrail Terminal (Each)	10
Removal of Drainage Structure (Each)	9	Concrete Barrier (LF)	5,280
Conveyance: 24" RCSSP (LF)	2,640	Impact Attenuator (Each)	1
Catch Basin Type 2-48" (Each)	9	Signal (Each)	0
Collection Pipe: 12" RCSSP (LF)	500	Illumination (Each)	0
Large Culvert (LF)	150	Signaling (Lump sum)	1
Ditch Excavation (LF)	2,640	Cantilever Sign Bridge (Each)	0.50
Detention Pond: SF of Impervious Area (SF)	39,600	Sign Bridge (Each)	0.50
Water Quality Pond: SF of Impervious Area (SF)	47,520	Traffic Marking (LF)	10,560
Detention Vault: SF of Impervious Area (SF)	39,600	Raised Channelization (LF)	
Filtration Water Quality Treatment (SF)	47,520	Curb, Gutter and Sidewalk (LF)	

Save Data and Return to Edit Options    Review Estimate

Record: 1 of 28  
Form View

Select "Review Estimate" to see how the changes effect estimates already in the database.

Selecting "Save Data..." saves the changes made and returns to the Edit Option screen.

Edit the program default quantity for all projects.

Scroll through records to view quantities for other regions, roadway types, and development densities (i.e. Suburban Spokane Freeway, Urban Vancouver Arterial, etc.).

## Default Markups

There are 14 different sets of default markups representing different areas and development densities. Default markups are applied as a percentage of construction costs and are shown below:

### Exhibit 49: Edit Default Markups

The program allows you to modify data specific to an individual project as well as data that affect all the projects in the database. Please, choose what you would like to do.

**Edit Options**

☐ Edit Project Specific Data      Edit Any of these Global Variables:

☐ Unit Costs

☐ Default Quantities

☒ Markups

**Proceed →**

You may use the scroll bar at the bottom of the screen to find a geographic location for which you would like to change the default markup values.

**Dense Urban**      **Puget Sound Region**

%

Mobilization

Utility Relocation

Staging

Traffic Control

Temporary Water Pollution Control

Sales Tax

**Save Data and Return to Edit Options**

**Review Estimate**

Record: 14 of 14      1 of 14

Form View

NUM

Selecting "Save Data..." saves the changes made and returns to the Edit Option screen.

Select "Review Estimate" to see how the changes effect estimates already in the database.

Scroll through the records to view markups for other regions and development densities.

Edit the program default markups for all projects.



## PRINTING REPORTS

The tool provides two options for printing – cost reports or benefit/cost reports. Once an option is selected, another window appears prompting to choose one of the two options – a selected project or all projects. If the option “a selected project” is chosen, a user can select the desired project from a drop down list. In case of cost reports, a user will be prompted to choose one of the five types of reports to print (as shown in the figure below).

You may preview and print any of the following cost reports. Please, select the one you would like to preview/print.

**Report Printing Options**

- ☐ Project Cost Summary (Short)
- ☐ Project Cost Summary (Long)
- ☐ Project Quantity and Unit Costs
- ☐ Detailed Project Cost
- ☐ All of Above Reports (sends directly to printer)

Return to Print Options

Exit

Preview/Print Report

The cost reports vary in size ranging from one page summary to multi-page detailed reports. When the option “*All of Above Reports*” is selected, all types of reports are sent to default printer and printed. There is only one report for the benefit/cost analysis. Sample of a one-page cost summary report and a benefit/cost report have been shown in the following pages.



## Exhibit 50: Sample Cost Summary Report

### *Planning Level Cost Estimate\* Summary*

(2007 dollars)

SR: **167**      Beginning ARM: **5.75**      Ending Arm: **7.05**      Length(mile): **1.30**  
 Project Title: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**  
 # of NoBuild Lane(s) in NB/EB: **2**      # of Build Lane(s) in NB/EB: **3.33**  
 # of NoBuild Lane(s) in SB/WB: **2**      # of Build Lane(s) in SB/WB: **3.33**  
 Improvement Type: **HOT**      Terrain Type: **L**

<b>PRELIMINARY ENGINEERING</b>	\$12,537,000	<b>ENVIRONMENTAL MITIGATION</b>	
<b>RIGHT-OF-WAY</b>	\$3,464,000	Drainage:	\$9,027,000
<b>CONSTRUCTION / PREPARATION</b>		Stormwater Detention and	\$8,415,000
		Temporary Water Pollution Control:	\$3,083,000
	Mobilization: \$5,138,000	Wetland Mitigation:	\$4,825,000
	Utility Relocation: \$3,083,000	Roadside Development:	\$3,513,000
	Grading: \$23,544,000		
	Staging: \$4,110,000	<b>TRAFFIC</b>	
	Construction Engineering: \$12,537,000	Traffic Services and Safety:	\$13,199,000
<b>STRUCTURES</b>		Workzone Traffic Control:	\$7,193,000
	Bridges and Tunnels: \$37,648,000	<b>ADDITIONAL ITEMS</b>	\$151,000
	Retaining Walls: \$2,200,000	<b>SALES TAX</b>	\$11,032,000
	Noise Walls: \$0	<b>TOTAL PROJECT COST</b>	\$169,764,000
<b>PAVEMENT</b>	\$5,063,000		

### Project Cost Summary:

	Low	High
<b>PE</b>	\$11,283,000	\$15,044,000
<b>ROW</b>	\$3,118,000	\$4,157,000
<b>CN</b>	\$138,387,000	\$184,516,000
<b>Total</b>	\$152,788,000	\$203,717,000

*Note: Generally planning estimates are done with no design information. Therefore, many unknown factors may lead to changes in the estimates later on. This is why a range approach has been used in reporting project costs. Low is 10% below and high is 20% above the estimated cost.*

---

*\* This estimate is based on little or no design work, and hence intended for use for planning*

*Date Printed: Tuesday, December 30, 2008*

## Exhibit 51: Sample B-C Report

### *Planning Level Cost and Benefit\** (2007)

Scenario: **HYB**      SR: **167**      Beginning ARM: **5.75**      Ending ARM: **7.05**  
 Project Title: **SR 167 between SR 512 and SR 410 - Add a HOT lane each direction**  
 Analysis Period (yrs): **20**      Discount Rate (%): **4.00**

---

<b>PRELIMINARY ENGINEERING:</b>	\$12,537,000
<b>RIGHT OF WAY:</b>	\$3,464,000
<b>STRUCTURES (Bridges, Retaining walls, Noise walls):</b>	\$39,848,000
<b>DRAINAGE/GRADING:</b>	\$32,572,000
<b>OTHERS (Stormwater treatment, Pavements, Roadside development, Traffic operations and safety, Wetland mitigation, Construction engineering, etc.):</b>	\$81,342,000
<b>TOTAL COST:</b>	<b>\$169,764,000</b>
<b>Cost Shared by Project Partners:</b>	\$0
<b>Present Value of Operation and Maintenance Cost:</b>	\$2,624,000
<b>Present Value of Cost:</b>	<b>\$140,665,000</b>
<b>Present Value of Travel Time Saving Benefit:</b>	\$628,897,000
<b>Present Value of Safety Benefit:</b>	\$0
<b>Present Value of Benefit:</b>	<b>\$628,897,000</b>
<b>Benefit-Cost Ratio:</b>	<b>4.47</b>

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*\* This estimate is based on little or no design work, and therefore, many unknown factors may lead to changes in the estimates later on. Hence the estimates are intended for use for planning purposes only.*

*Date Printed: Tuesday, December 30, 2008*



## APPENDIX A: DEFAULT QUANTITIES

### Exhibit A-1: Default Quantities per Lane-Mile for Limited Access Roadways in Central Puget Sound Region

Item	Unit	Quantities per Lane-Mile			
		Rural	Suburban	Urban	Dense Urban
Grading					
Clear and grub	Acre	3.00	3.00	3.00	0.00
Building demolition	LS/lane-mile	1	1	1	1
Removal of structure	LS/lane-mile	1	1	1	1
Pavement removal	SY	0	0	0	0
Roadside cleanup	LS/lane-mile	1	1	1	1
Roadway excavation *	CY	-	-	-	-
Gravel borrow/embank. Compaction *	Ton	-	-	-	-
Drainage					
Remove drainage structures	Each	4	4	9	14
Conveyance: 24" RCSSP	LF	500	500	2,640	3,960
Catch basin type 2 – 48"	Each	3	3	9	14
Collection pipe: 12" PCSSP	LF	400	400	500	900
Large culverts	LF	200	200	150	200
Ditch excavation	LF	1,400	1,400	2,640	600
Stormwater Treatment					
Detention pond	SF of Imp.	79,200	79,200	39,600	7,920
Water quality pond	SF of Imp.	95,040	95,040	47,520	9,504
Detention vaults	SF of Imp.	0	0	39,600	71,280
Filtration treatment	SF of Imp.	0	0	47,520	85,536
Paving					
Asphalt concrete pavement	SF	63,360	63,360	63,360	31,680
Portland cement conc. pavement	SF	0	0	0	31,680
Structures					
Bridge	SF	User input	User input	User input	User input
Retaining wall	SF	User input	User input	User input	User input
Noise wall	LF	User input	User input	User input	User input
Roadside Development					
Fencing	LF	700	700	1,400	2,700
Seeding, mulching and fertilizing	Acre	3	3	3	3
Roadside restoration	LS/lane-mile	1	1	1	1
Traffic Services and Safety					
Guardrail	LF	700	700	5,280	2,700
Guardrail terminals	Each	10	10	10	10
Concrete barrier	LF	150	150	5,280	8,000
Impact attenuator	Each	1	1	1	2
Signals	Each	User input	User input	User input	User input
Illumination	Each	0	0	0	11
Intelligent transportation system	LS/lane-mile	1	1	1	1
Signing	LS/lane-mile	1	1	1	1
Cantilever sign bridge	Each	0.0	0.0	0.5	1.0
Sign bridge	Each	0.0	0.0	0.5	1.0
Traffic markings	LF	10,560	10,560	10,560	15,900
Raised channelization	LF	0	0	0	0
Curb, gutter and sidewalk	LF	0	0	0	0

\* See table below for Roadway Excavation and Embankment Compaction by terrain type (i.e. Level, Rolling or Mountainous)

**Exhibit A-2: Earthwork Quantities by Terrain Type**

	<b>Roadway Excavation (CY)</b>	<b>Embankment Compaction (CY)</b>
Level	13,000	20,000
Rolling	37,000	60,000
Mountainous	27,000	45,000

**Exhibit A-3: Default Quantities per Ramp-Mile**

Items	Unit	Quantities per Lane-Mile			
		Rural	Suburban	Urban	Dense Urban
Grading					
Clear and grub	Acre	3	3	3	0
Building demolition	LS/lane-mile	0	1	1	1
Removal of structure	LS/lane-mile	0	1	1	1
Pavement removal	SY	3,667	3,667	3,667	3,667
Roadside cleanup	LS/lane-mile	1	1	1	1
Drainage					
Remove drainage structures	Each	0	10	10	10
Conveyance: 24" RCSSP	LF	500	1,000	3,000	3,000
Catch basin type 2 – 48"	Each	0	26	26	26
Collection pipe: 12" PCSSP	LF	0	2,500	2,500	2,500
Ditch excavation	LF	4,000	4,000	4,000	0
Stormwater Treatment					
Detention pond	SF of Imp.	79,200	79,200	39,600	7,920
Water quality pond	SF of Imp.	95,040	95,040	47,520	9,504
Detention vaults	SF of Imp.	0	0	39,600	71,280
Filtration treatment	SF of Imp.	0	0	47,000	85,000
Paving					
Asphalt concrete pavement	SF	63,360	63,360	63,360	63,360
Roadside Development					
Fencing	LF	3,000	3,000	3,000	3,000
Seeding, mulching and fertilizing	Acre	9	9	9	9
Roadside restoration	LS/lane-mile	1	1	1	1
Traffic Services and Safety					
Guardrail	LF	4,224	4,224	4,224	0
Guardrail terminals	Each	10	10	10	0
Concrete barrier	LF	0	4,224	4,224	4,224
Impact attenuator	Each	10	10	10	10
Illumination	Each	22	22	22	22
Intelligent transportation system	LS/lane-mile	0	1	1	1
Signing	LS/lane-mile	1	1	1	1
Cantilever sign bridge	Each	4	4	4	4
Traffic markings	LF	5,280	5,280	5,280	5,280
Raised channelization	LF	2,000	2,000	2,000	2,000
Curb, gutter and sidewalk	LF	0	1,000	1,000	1,000

**Exhibit A-4: Default Quantities for Interchange Cost Estimate**

Interchange Type	Ramp Typical Section	Freeway Typical Section	Cross Road Typical Section	Roadway Excavation	Gravel Borrow & Embankment Compaction	Existing Bridge Removal	New Bridge	Retaining Wall	Signals	Sign Bridge
	LM	LM	LM	CY	TON	SF	SF	SF	Each	Each
Ramp modification	1.00	0.00	0.45	17,670	155,620	0	0	0	0	0
Diamond interchange at rural/minor crossroad	2.00	0.00	0.45	17,670	431,000	14,280	13,525	0	2	0
Diamond interchange at urban/arterial crossroad	2.00	0.00	1.89	17,670	431,000	22,400	23,520	0	2	0
Diamond interchange at urban/braided ramps	2.50	0.00	1.89	26,500	538,800	22,400	25,500	15,000	2	0
Half-diamond interchange	1.00	0.00	0.45	8,830	215,520	22,400	13,525	0	2	0
HOV direct access interchange – one directional	0.96	0.00	0.76	8830	214,000	14,280	98,300	17,150	1	0
HOV direct access interchange – bidirectional	2.00	0.00	0.76	17,670	428,000	14,280	181,400	34,300	1	0
HOV direct access interchange – bidirectional with freeway shift for median widening	1.93	2.00	0.76	17,670	428,000	14,280	181,400	34,300	1	0
HOV direct access interchange – with flyover ramp to HOV facility	2.15	0.00	0.00	8,830	214,000	0	87,880	17,150	1	0
Single point urban interchange at minor arterial crossroad	2.19	0.00	0.45	26,000	538,000	22,400	27,200	108,430	2	0
Single point urban interchange at major arterial crossroad	2.00	0.00	1.89	26,000	538,000	22,400	27,200	108,430	2	2
Partial cloverleaf with 1 to 2 loop ramps and small footprint	2.84	0.00	3.79	17,670	214,000	21,530	21,600	0	0	2
Partial cloverleaf with 3 loop ramps and large footprint	3.91	0.00	3.79	26,000	321,000	21,530	21,600	0	0	2
Full cloverleaf with small footprint in sparsely developed location	2.33	0.00	3.79	34,000	856,000	23,088	17,810	0	0	4
Full cloverleaf with large footprint in highly developed location	3.93	0.50	3.79	34,000	856,000	23,088	25,440	0	0	4
Partial directional with 1 flyover ramp	5.57	0.00	5.00	17,670	214,000	23,088	91,930	13,330	2	4
Partial directional with 2 flyover ramps	6.24	0.00	5.00	26,000	321,000	23,088	133,680	26,660	1	4
Full directional with 2 flyover ramps	2.88	8.00	0.00	34,000	856,000	20,560	119,760	20,000	0	6
Full directional with 3 flyover ramps	6.26	8.00	0.00	45,000	900,000	47,130	229,280	20,000	0	7
Full directional with 4 flyover ramp	7.24	8.00	0.00	56,000	900,000	70,700	291,890	26,660	0	8
Fully directional with some HOV direct connections	9.72	8.00	0.00	34,000	900,000	70,700	409,610	53,320	0	10
Fully directional for all GP and HOV movements	12.20	8.00	0.00	56,000	900,000	70,700	527,330	79,980	0	12



**APPENDIX B: DEFAULT UNIT PRICES****Exhibit B-1: Default Unit Costs for Central Puget Sound Region**

Items	Unit	Unit Cost (2007 \$)			
		Rural	Suburban	Urban	Dense Urban
Grading					
Clear and grub	Acre	\$7,400	\$7,400	\$7,400	\$7,400
Building demolition	LS/lane-mile	\$8,000	\$10,000	\$70,000	\$100,000
Removal of structure	LS/lane-mile	\$40,000	\$40,000	\$80,000	\$125,000
Pavement removal	SY	\$6	\$7	\$9	\$10
Roadside cleanup	LS/lane-mile	\$5,000	\$5,000	\$5,000	\$10,000
Roadway excavation	CY	\$8	\$10	\$11	\$13
Gravel borrow/embank. compaction	Ton	\$8	\$10	\$11	\$13
Drainage					
Remove drainage structures	Each	\$200	\$300	\$300	\$400
Conveyance: 24" RCSSP	LF	\$65	\$65	\$70	\$80
Catch basin type 2 – 48"	Each	\$3,000	\$3,000	\$3,000	\$3,500
Collection pipe: 12" PCSSP	LF	\$45	\$45	\$45	\$50
Large culverts	LF	\$1,600	\$1,600	\$1,600	\$1,600
Ditch excavation	LF	\$16	\$16	\$16	\$16
Stormwater Treatment					
Detention pond	SF of Imp.	\$1.22	\$1.22	\$1.38	\$1.49
Water quality pond	SF of Imp.	\$0.52	\$0.52	\$0.55	\$0.56
Detention vaults	SF of Imp.	\$8.55	\$8.55	\$8.55	\$9.15
Filtration treatment	SF of Imp.	\$0.73	\$0.73	\$0.73	\$0.73
Paving					
Asphalt concrete pavement	SF	\$19	\$19	\$21	\$21
Portland cement conc. pavement	SF	\$25	\$25	\$27	\$27
Roadside Development					
Fencing	LF	\$19	\$19	\$19	\$19
Seeding, mulching and fertilizing	Acre	\$1,000	\$1,500	\$1,500	\$2,000
Roadside restoration	LS/lane-mile	\$125,000	\$125,000	\$150,000	\$250,000
Traffic Services and Safety					
Guardrail	LF	\$20	\$20	\$20	\$20
Guardrail terminals	Each	\$1,800	\$1,800	\$1,800	\$1,800
Concrete barrier	LF	\$35	\$35	\$35	\$35
Impact attenuator	Each	\$25,000	\$25,000	\$25,000	\$25,000
Signals	Each	\$125,000	\$150,000	\$150,000	\$150,000
Illumination	Each	\$8,000	\$8,000	\$8,000	\$8,000
Intelligent transportation system	LS/lane-mile	\$165,000	\$165,000	\$165,000	\$165,000
Signing	LS/lane-mile	\$10,000	\$25,000	\$30,000	\$80,000
Cantilever sign bridge	Each	\$50,000	\$50,000	\$50,000	\$50,000
Sign bridge	Each	\$125,000	\$125,000	\$185,000	\$250,000
Traffic markings	LF	\$1	\$1	\$1	\$1
Raised channelization	LF	\$19	\$19	\$19	\$19
Curb, gutter and sidewalk	LF	\$46	\$46	\$46	\$46



**Exhibit B-2: Default Unit Cost of Structures in Central Puget Sound Region**

Items	Unit	Unit Cost (2007 \$)			
		Rural	Suburban	Urban	Dense Urban
Widening existing bridge	SF	\$300	\$300	\$300	\$330
Roadway bridge (span up to 140')	SF	\$150	\$150	\$150	\$170
Roadway bridge (span up to 200')	SF	\$170	\$170	\$170	\$185
Roadway bridge (span up to 400')	SF	\$300	\$300	\$300	\$330
Roadway bridge (span more than 400')	SF	\$300	\$300	\$300	\$330
Removal of existing bridge	SF	\$50	\$50	\$50	\$50
Floating bridge	SF	\$480	\$480	\$480	\$480
Movable bridge	SF	\$1,500	\$1,500	\$1,500	\$1,500
Lid without ventilation	SF	\$150	\$150	\$150	\$165
Tunnel	LF	\$65,000	\$65,000	\$65,000	\$65,000
Railroad bridge replacement	LF	\$10,000	\$10,000	\$10,000	\$10,000
Pedestrian bridge	SF	\$150	\$150	\$150	\$150
Retaining wall	SF	\$105	\$105	\$110	\$115
Noise wall	LF	\$335	\$335	\$335	\$335

**Exhibit B-3: Default Unit Costs for Wetland and Streams**

Wetland Category	Unit Cost (Acre)
I	\$2,500,000
II & III	\$1,900,000
IV	\$650,000
Stream Restoration	Unit Cost (Each)
Stream Culvert	\$1,500,000
Beach restoration	\$1,000,000

Stream culvert and beach restoration have default unit costs of \$600 K and \$750 K per each, respectively.

**Exhibit B-4: Default Right of Way Costs**

<b>County</b>	<b>Development Density</b>	<b>Land Value (2007 \$/Acre)</b>		
		<b>Vacant Land</b>	<b>Residential</b>	<b>Commercial</b>
<b>King</b>	<b>Rural</b>	\$44,600	\$555,000	\$606,000
	<b>Suburban</b>	\$44,600	\$555,000	\$606,000
	<b>Urban</b>	\$1,173,000	\$2,488,000	\$6,125,000
	<b>Dense Urban</b>	\$3,317,000	\$5,742,000	\$30,000,000
<b>Kitsap</b>	<b>Rural</b>	\$57,000	\$420,000	\$540,000
	<b>Suburban</b>	\$57,000	\$420,000	\$540,000
	<b>Urban</b>	\$525,000	\$1,233,000	\$2,100,000
<b>Pierce</b>	<b>Rural</b>	\$62,000	\$962,000	\$1,128,000
	<b>Suburban</b>	\$62,000	\$962,000	\$1,128,000
	<b>Urban</b>	\$590,000	\$1,795,000	\$3,960,000
<b>Snohomish</b>	<b>Rural</b>	\$95,000	\$1,086,000	\$1,313,000
	<b>Suburban</b>	\$95,000	\$1,086,000	\$1,313,000
	<b>Urban</b>	\$616,000	\$2,318,000	\$4,140,000
<b>Clark</b>	<b>Rural</b>	\$37,000	\$579,000	\$680,000
	<b>Suburban</b>	\$37,000	\$579,000	\$680,000
	<b>Urban</b>	\$414,00	\$1,087,000	\$2,380,000
	<b>Dense Urban</b>	\$1,200,000	\$2,000,000	\$2,940,000
<b>Spokane</b>	<b>Rural</b>	\$27,000	\$336,000	\$368,000
	<b>Suburban</b>	\$27,000	\$336,000	\$368,000
	<b>Urban</b>	\$255,000	\$582,000	\$1,322,000
<b>Other Counties</b>	<b>Rural</b>	\$27,000	\$336,000	\$368,000
	<b>Suburban</b>	\$27,000	\$336,000	\$368,000
	<b>Urban</b>	\$255,000	\$582,000	\$1,322,000

**Exhibit B-5: Default Markups as Percent of Construction Costs**

Items	Development Density			
	Rural	Suburban	Urban	Dense Urban
Mobilization	8%	8%	5%	5%
Traffic Control	6%	6%	7%	8%
Temporary Water Pollution Control	3%	3%	3%	3%
Construction Staging	2%	3%	4%	4%
Utility Relocation	0%	2%	3%	4%
Sales Tax *	8.8%	8.8%	8.8%	8.8%
Preliminary Engineering	10%	10%	10%	10%
Construction Engineering	Varies with construction cost (Exhibit 24)			

\* PLCE tool uses an 8.8% sales tax although the actual sales tax varies slightly over the State.

**Exhibit B-6: Default Construction Engineering Cost**

Project Construction Cost	CE (% of Construction Cost)
Below \$2,000,000	17%
\$2,000,000 - \$5,000,000	14%
\$5,000,000 - \$10,000,000	12%
Above \$10,000,000	10%

(Source: Plan Preparation Manual)

**Exhibit B-7: Intelligent Transportation System (ITS) Costs**

Items	Unit	Unit Cost (2007 \$)
Variable Message Sign (VMS)	Each	\$240,000
Closed Circuit Television (CCTV)	Each	\$33,000
Highway Advisory Radio Sign (HARS)	Each	\$12,000
Highway Advisory Radio Transmitter (HART)	Each	\$40,000
Data Station	Each	\$40,000
Conduit	LF	\$25
Fiber Optic Cable	Mile	\$975,000
Fiber Optic Cable Terminal Cabinet	Each	\$80,000
Ramp Meter	Each	\$60,000
Signal Coordination	Each	\$5,000